
Watershed Inventory and Analysis

Task 1 - WIA Boundary

Prepared for

Town of Yorktown

Yorktown, New York



March 2025

Watershed Inventory and Analysis

Town of Yorktown, Westchester County, New York

Task 1 – WIA Boundary

March 2025

Developed with funding from:



Prepared For:

Town of Yorktown
363 Underhill Avenue
Yorktown Heights, NY 10598

Prepared By:

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Watershed Inventory Area Boundary

TOWN OF YORKTOWN WATERSHED INVENTORY AREA BOUNDARY

The landward boundary of the Watershed Inventory Area with the Town of Yorktown, illustrated by the continuous red line beginning at the northwestern corner of the Town's municipal boundary line, then:

- In a southern direction, the boundary follows the Town limits for approximately 2.16 miles;
- then travels approximately 480 ft in a northeastern direction;
- then, in a southeastern direction, travels approximately 190 ft;
- then, in a easterly direction, travels approximately 290 ft;
- then, in a northeasterly direction, travels approximately 190 ft;
- then, in a southeastern direction, travels approximately 150 ft;
- then, in a northeastern direction, travels approximately 1,600 ft, crossing Amazon Road;
- then, in an eastern direction, travels approximately 570 ft, crossing Uncas Street;
- then, in a southeastern direction, travels approximately 830 ft, crossing Dale Street and Sylvan Road;
- then, in a southwestern direction, travels approximately 550 ft;
- then, in a southeast direction, travels approximately 550 ft;
- then, in a slight northeasterly direction, travels approximately 320 ft;
- then, in a northeasterly direction, travels approximately 380 ft;
- then, in a northern direction, travels approximately 460 ft;
- then, in a northeastern direction, travel approximately 2,350 ft, cutting across the Granite Knolls Sports and Recreation Center and crossing Stony Street
- then, in a northern direction, travels approximately 700 ft;
- then, in a slight northeastern direction, travels approximately 630 ft;
- then, in a northeast direction, travels approximately 1,250 ft,
- then, in a southeastern direction, travels approximately 730 ft;
- then, in an eastern direction, travels approximately 330 ft;
- then, in a northeastern direction, travels approximately 470 ft, crossing the Taconic State Parkway;
- then, in a slight northeastern direction, travels approximately 550 ft;
- then, in a northern direction, travels approximately 500 ft,
- then, in a slight northwestern direction, travels approximately 800 ft;
- then, in a northeastern direction, travels approximately 670ft;
- then, in a slight northeastern direction, travels approximately 500 ft;
- then, in a southwest direction, travels approximately 1,100 ft, crossing Holyoke Road and Princeton Drive;
- then, in a slight northeastern direction, travels approximately 3,250 ft, crossing Beaver Drive, State Route 132, Strang Boulevard, Sandpipe Court, and Rachel Drive;
- then, in a southeastern direction, travel approximately 1,225 ft, crossing London Road and Court Street;
- then, in a slight southeastern direction, travels approximately 780 ft, crossing Quinlan Street;



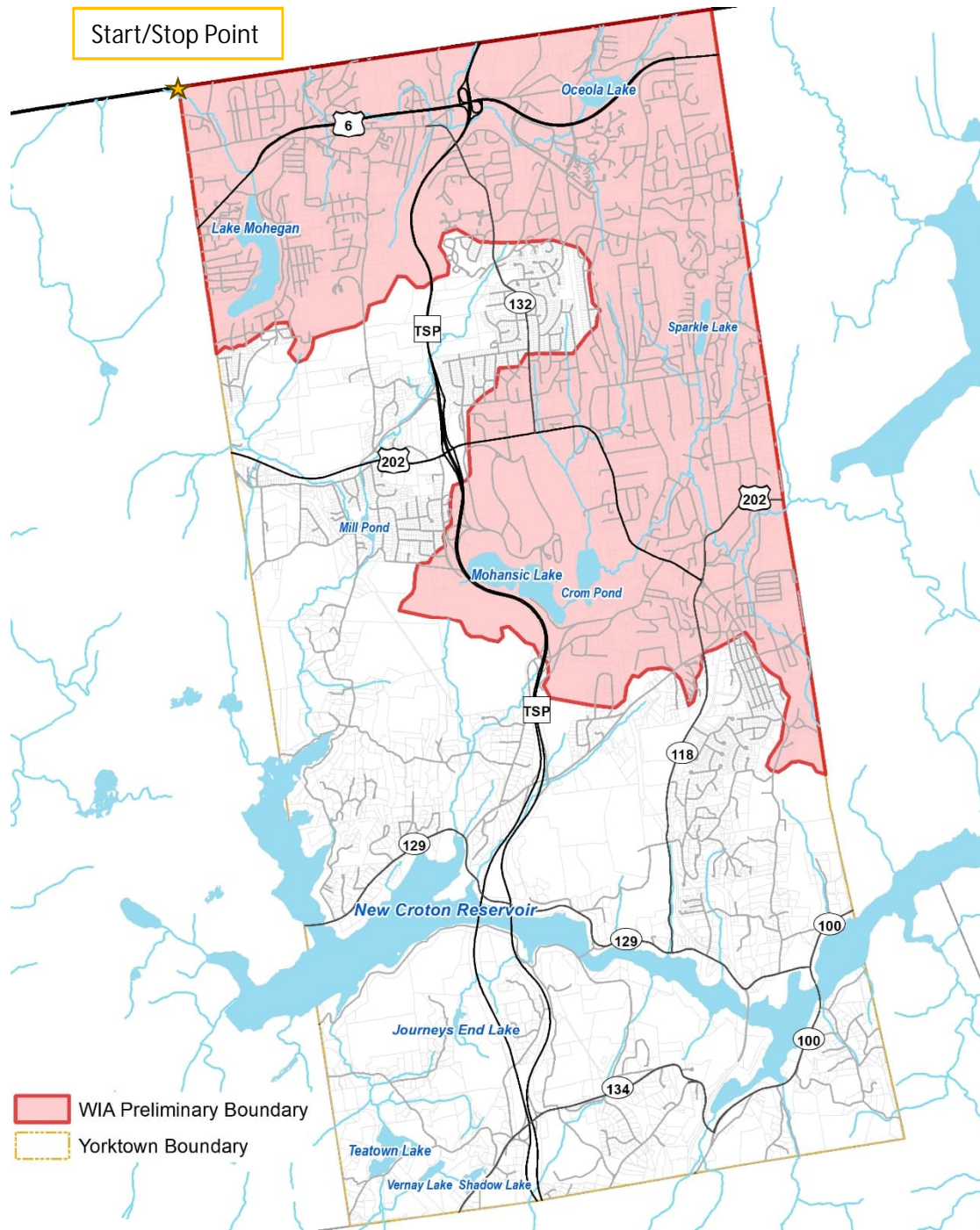
- then, in a southern direction, travels approximately 1,700 ft, crossing Radcliffe Drive;
- then, in a southeastern direction, travels approximately 500 ft, crossing Louella Street and Mead Street;
- then, in a slight southwestern direction, travels approximately 800 ft, crossing Mead Street;
- then, in a southwesterly direction, travels approximately 1,500 ft, crossing Quinland Street and Springhurst Street;
- then, in a slight northwestern direction, travels approximately 1,900 ft, crossing Heathercrest Drive, Meadowcrest Rice, and State Route 132;
- then, in a southwestern direction, travels approximately 630 ft, crossing Holly Drive;
- then, in a western direction, travels approximately 800 ft, crossing Hedge Street;
- then, in a southern direction, travels approximately 900 ft, crossing Farris Place;
- then, in a southwestern direction, travels approximately 1,600 ft, crossing Larkspur Street, Crescent Drive, and Fox Meadow Road;
- then, in a southern direction, travels approximately 2,580 ft, crossing US Route 202 and FDR Parkway Road;
- then, in a southwestern direction, travels approximately 370 ft, crossing FDR Parkway Road;
- then, in a slight southwestern direction, travels approximately 500 ft, crossing the Taconic State Parkway;
- then, in a southern direction, travels approximately 1,700 ft, crossing Granville Court;
- then, in a southwestern direction, travels approximately 630 ft, crossing Mohansic Avenue;
- then, in a southeastern direction, travels approximately 430 ft, crossing Mohansic Avenue;
- then, in a southwestern direction, travels approximately 1,000 ft, crossing Mohansic Avenue, Edward Lane, and Leland Drive;
- then, in a slight southwestern direction, travels approximately 480 ft, crossing White Hill Road;
- then, in a southern direction, travels approximately 1,260 ft;
- then, in a southwestern direction, travels approximately 1,900 ft;
- then, in a slight southeastern direction, travels approximately 3,240 ft;
- then, in a southeastern direction, travels approximately 600 ft;
- then, in a slight southeastern direction, travels approximately 1,140 ft;
- then, in a northeastern direction, travels approximately 200 ft;
- then, in a northern direction, travels approximately 300 ft;
- then, in an eastern direction, travels approximately 270 ft;
- then, in a southeastern direction, travels approximately 2,400 ft, crossing Baldwin Road and the Taconic State Parkway;
- then, in a southern direction, travels approximately 715 ft, crossing Old Baldwin Road;
- then, in a southwestern direction, travels approximately 500 ft;
- then, in a southeastern direction, travels approximately 600 ft;
- then, in a slight southeastern direction, travels approximately 2,700 ft, crossing Morningview Drive;
- then, in a northeastern direction, travels approximately 530 ft;
- then, in a northern direction, travels approximately 1,000 ft;
- then, in a slight southeastern direction, travels approximately 350 ft;
- then, in a northeastern direction, travels approximately 550 ft;



- then, in a western direction, travels approximately 600 ft;
- then, in a slight southeastern direction, travels approximately 400 ft;
- then, in a southeastern direction, travels approximately 620 ft, crossing Underhill Avenue and Overhill Street;
- then, in a southern direction, travels approximately 1,250 ft;
- then, in a slight northeastern direction, travels approximately 200 ft;
- then, in a northern direction, travels approximately 1,225 ft, crossing Overlook Commons;
- then, in a northeastern direction, travels approximately 1,140 ft, crossing Cardinal Court;
- then, in an eastern direction, travels approximately 550 ft, crossing Saw Mill River Road;
- then, in a northeastern direction, travels approximately 1,400 ft, crossing Front Street, Summit Street, Harwood Place, and Hanover Street;
- then, in a southeastern direction, travels for approximately 600 ft;
- then, in a slight southwestern direction, travels for approximately 320 ft;
- then, in a southern direction, travels for approximately 550 ft, crossing Moseman Road;
- then, in a southeastern direction, travels approximately 950 ft;
- then, in a southern direction, travels for approximately 500 ft;
- then, in a slight southeastern direction, travels approximately 370 ft;
- then, in a slight southwestern direction, travels for approximately 1,950 ft, crossing Hanover Street;
- then, in a southwestern direction, travels approximately 1,100 ft;
- then, in a southeastern direction, travels approximately 250 ft;
- then, in an eastern direction, travels approximately 400 ft;
- then, in a northeastern direction, travels approximately 460 ft;
- then, in a slight northeastern direction, travels approximately 220 ft
- then, in a slight southeastern direction, travels approximately 650 ft;
- then, in a southeastern direction, travels approximately 350 ft;
- then, in a slight southeastern direction, travels approximately 530 ft until it hits the eastern municipal boundary line for Yorktown;
- then, travels north approximately 6.17 miles, following the municipal boundary;
- then, travels west approximately 4.33 miles, following the municipal boundary until reaching the starting point

*Given past experience with the DOS on LWRP reviews, its recommended that in the future the boundary is revised to follow along parcel lines





Watershed Inventory and Analysis

Task 2 - WIA Inventory

Prepared for

Town of Yorktown

Yorktown, New York



March 2025

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TOWN OF YORKTOWN WATERSHED INVENTORY

REGIONAL SETTING, HISTORY, AND COMMUNITY CHARACTERISTICS

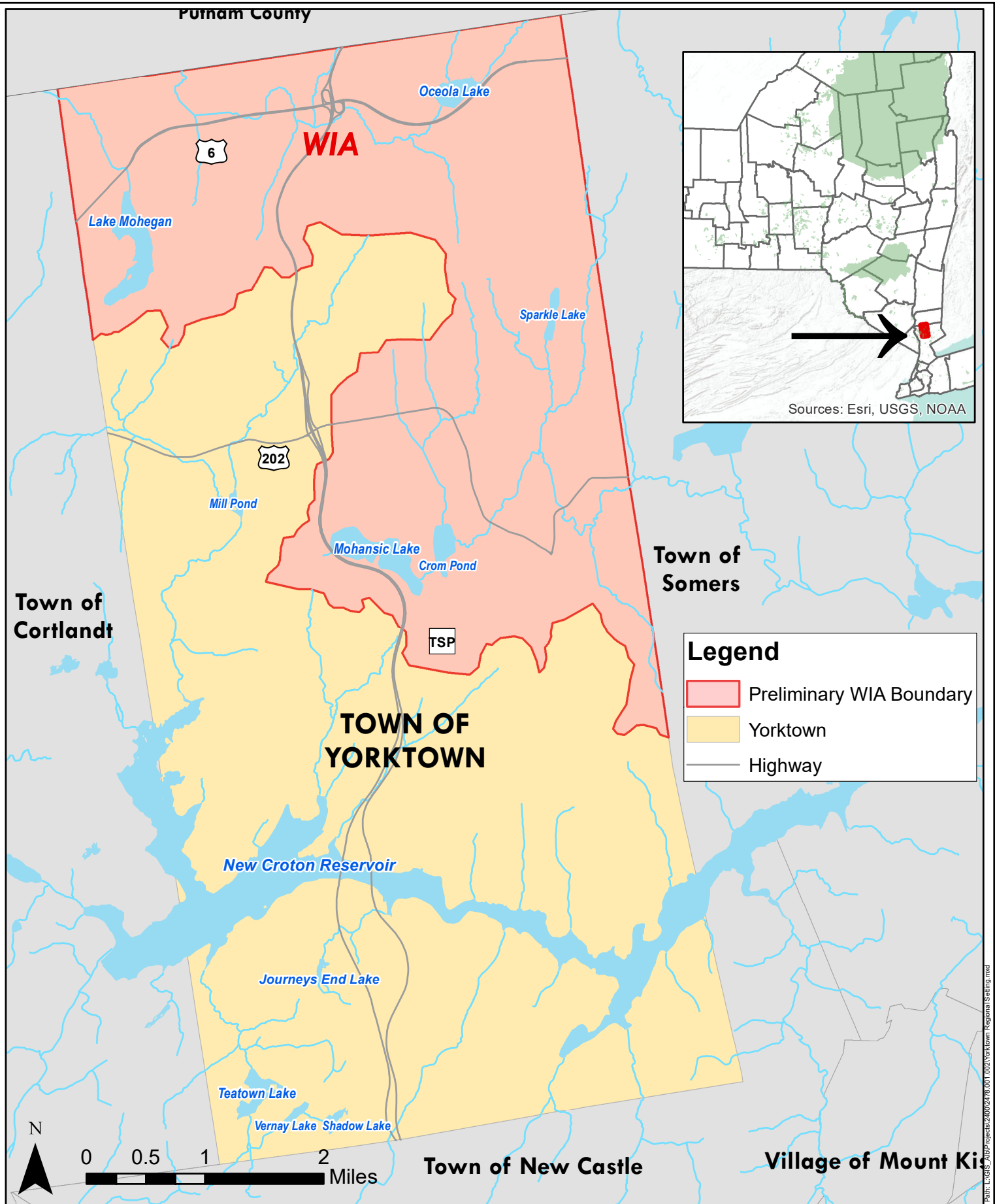
The inventory and analysis in this section provides an understanding of current conditions within the Town of Yorktown and its Watershed Inventory Area (WIA). Should the Town decide to create a Committee or LWRP program, they will use the inventory and analysis checklist provided by DOS to identify topics that are present or a priority in the WIA and eliminate topics that are not present and not a priority. This section will discuss the demographic and physical traits of the Town and specifically cover subjects such as population, housing, the economy, land use, zoning, property ownership, vacant and abandoned parcels, natural and built resources, and public access and recreation. This section will utilize WIA specific data where available.

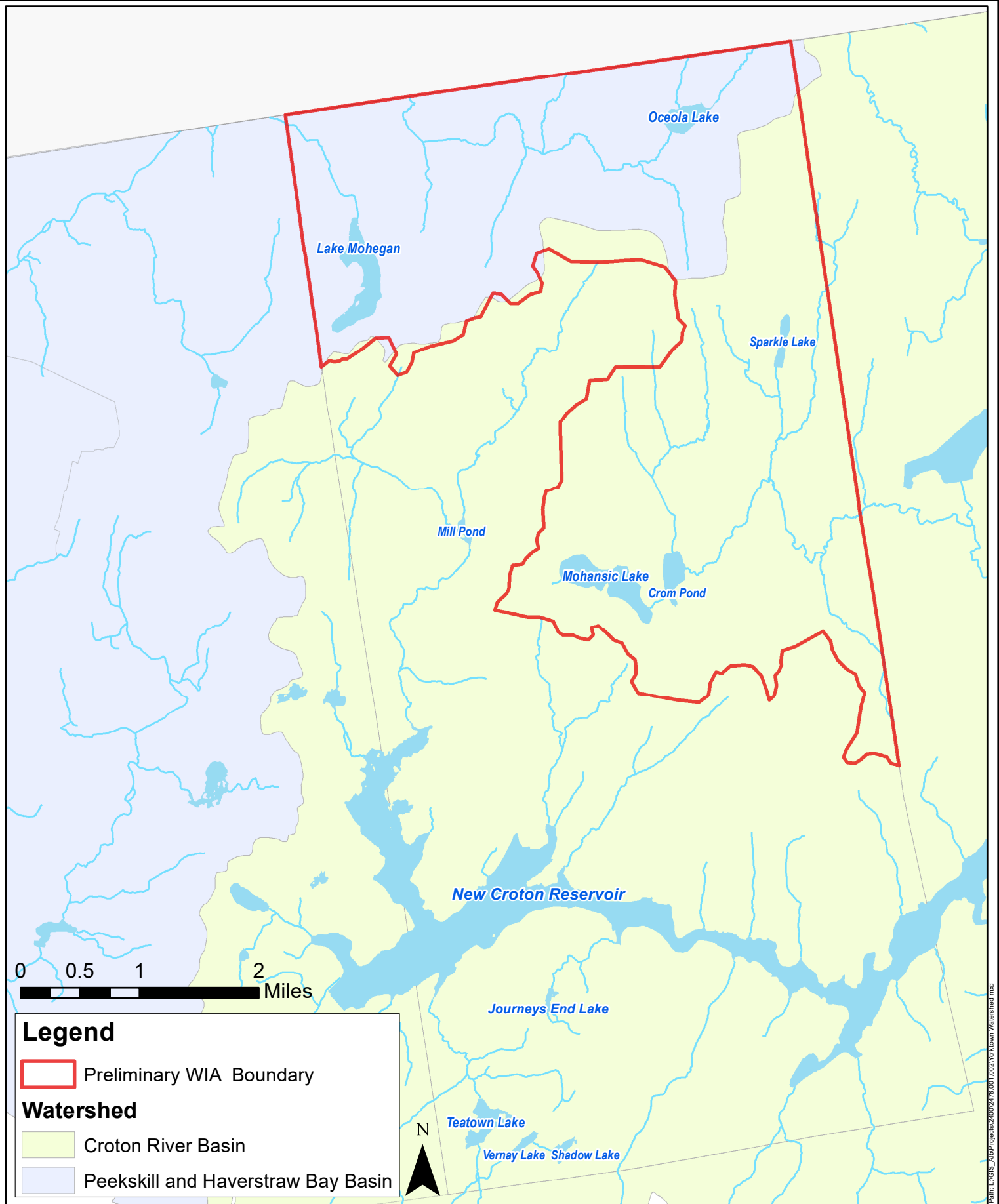
REGIONAL SETTING

As shown on the map on the following page, the Town of Yorktown is located in the north-central portion of Westchester County, bordered to the north by the Town of Putnam Valley, to the east by the Town of Somers, to the south by the Town of New Castle and to the west by the Town of Cortlandt. The population as of the 2020 Decennial Census is 36,569 people.

Taconic State Parkway (North-South), Bear Mountain State Parkway, US Route 202/NY Route 35 and US Route 6 are major east-west (US Route 202/NY Route 35, US Route 6, Bear Mountain State Parkway) and north-south (Taconic State Parkway) transportation corridors that run through Westchester County and pass through Yorktown. The Taconic State Parkway connects Yorktown to New York City, and US Route 202 connects the Town to Connecticut and New Jersey further afield.

The Town contains many water bodies, including the New Croton Reservoir, Mohansic Lake, Lake Mohegan, Osceola Lake, Sparkle Lake, and various brooks and streams. The WIA is comprised of two watersheds in the Hudson River Basin Region – the Peekskill and Haverstraw Bay Basin in the north and the Croton River Basin in the south.





DEMOGRAPHICS

Planning for future development within the waterfront program requires a clear understanding of a community's demographic, economic, and physical characteristics. An analysis of demographic and economic characteristics will identify trends within Yorktown and how they compare to Westchester County. This section provides an analysis of the demographic changes and market trends that have taken place locally and regionally, pulling data from the Decennial Census of 2010 and 2020.

POPULATION & AGE

Table 1 shows that the Town has experienced a small population increase, growing from 36,081 people in 2010 to 36,569 people in 2020 but is essentially stable, representing a population growth of 1.3%. This is a smaller population increase than what was seen in all of Westchester County, which grew from 949,113 people in 2010 to 1,004,457 people in 2020, representing a population growth of 5.8%. Figure 1 and 2 demonstrate that despite the overall population growth of the Town, some age cohorts experienced population decline. The age cohorts that experienced these decreases are the 19 and under and 35-54 age groups, which have experienced decreases of 6% and 8% in population share respectively, since 2010. When paired, these age groups often represent the share of families with children. Age cohorts 20-34, 55-64, and 65+ all experienced 6%, 4%, and 4% growth in their population share respectively, with the most significant changes seen in ages 20-34.

Table 1 Population - Source: US Census Bureau

Table 1 Population				
Region	2000	2010	2020	2010-2020
Yorktown	36,318	36,081	36,569	1.3%
Westchester County	923,459	949,113	1,004,457	5.8%

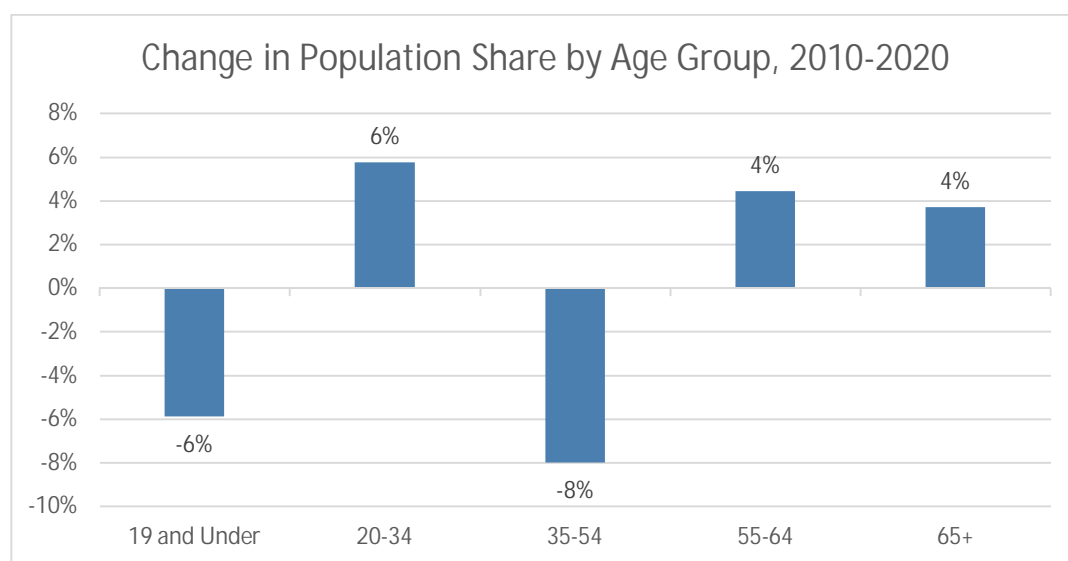


Figure 1 Town of Yorktown Change in Age Cohorts, 2010-2020 - Source: US Census Bureau

Retaining the 35-54 age cohort is essential to Yorktown, as they are typically married, raising a family, and have an established career. People in this age group are more likely to have a family, own a home, and be active members in their community. They are the most productive group in the workplace, volunteers in the community and are the least likely to move. At the same time, Yorktown's aging population is growing, indicating a potential for an increased need for community services, mobility and transportation options, healthcare services, and a housing environment with more options. By identifying and addressing these issues, Yorktown can better serve its growing senior population while attracting families to sustain its future.

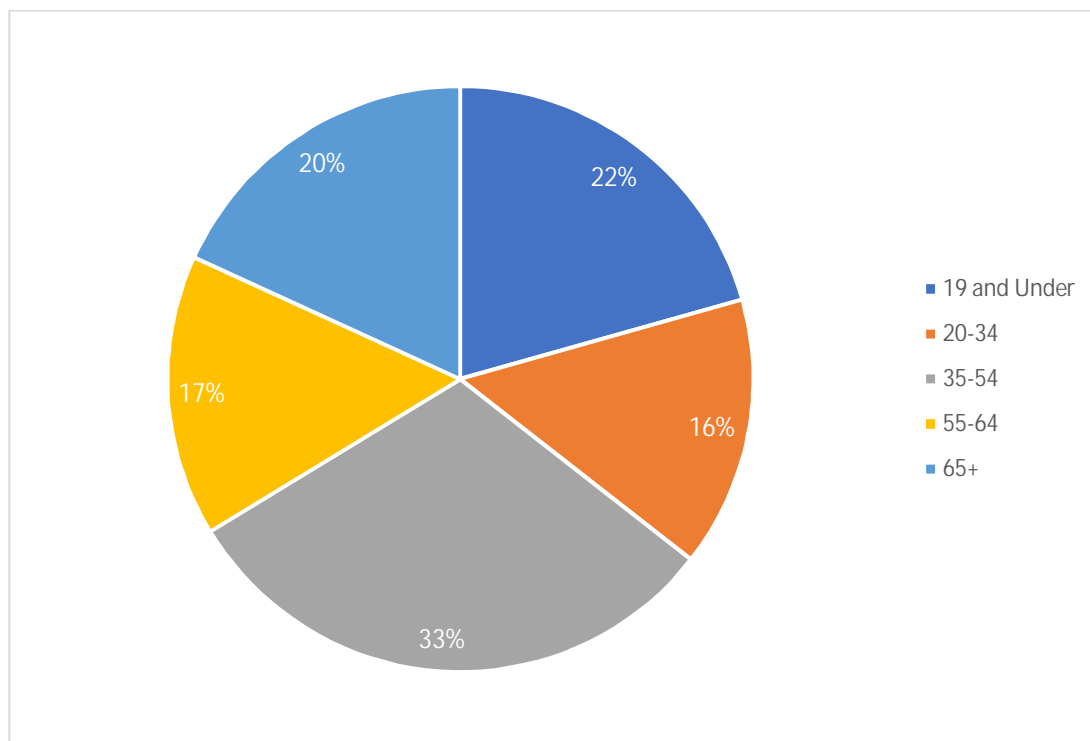


Figure 2 Town of Yorktown's Age Cohorts, 2020 - Source: US Census Bureau

EDUCATIONAL ATTAINMENT & INCOME

One of the primary indicators of income and employment within a community is the level of educational attainment among residents aged 25 or older. Evidence shows that college graduates are half as likely to be unemployed, and their earnings are 84% higher when compared to their peers who only have a high school diploma.¹ There is little variation among Yorktown's educational attainment rates compared to the County. As shown below in Figure 3, overall, Yorktown is on par with the County's rates of education among its residents. The rates of Associate's/Bachelor's Degrees are slightly higher in Yorktown than in Westchester County.

Yorktown is served by four school districts: the Croton-Harmon School District, the Ossining Union Free School District, the Lakeland Central School District, and the Yorktown Central School District. The main school district in Town is the Yorktown Central School District, which has been recognized as a National

¹ Source: [How does a college degree improve graduates' employment and earnings potential? - APLU](#)

District of Character. In the 2020-2021 school year, the district had 3,381 students enrolled and experienced a 97% graduation rate, exceeding the overall state graduation rate of 86%. Map 2 shows the division of the school districts within the WIA, where there is a 50/50 split between Lakeland CSD in the north and Yorktown CSD in the south.

Yorktown's location in Westchester County puts it in close proximity to a variety of quality public and private college institutions, especially located to the south in the New York City area. SUNY Westchester Community College, Concordia College, Manhattan College, and Fordham College are just a few of many institutions in the area, providing Yorktown residents with many local higher education opportunities should they choose to pursue them. This proximity to a wide array of higher education institutions also provides the Town with an opportunity to capitalize on all college graduates that flow out of the region each year, either through attracting them to work in local industries such as the IBM research institute or providing them the resources to foster and grow new businesses.

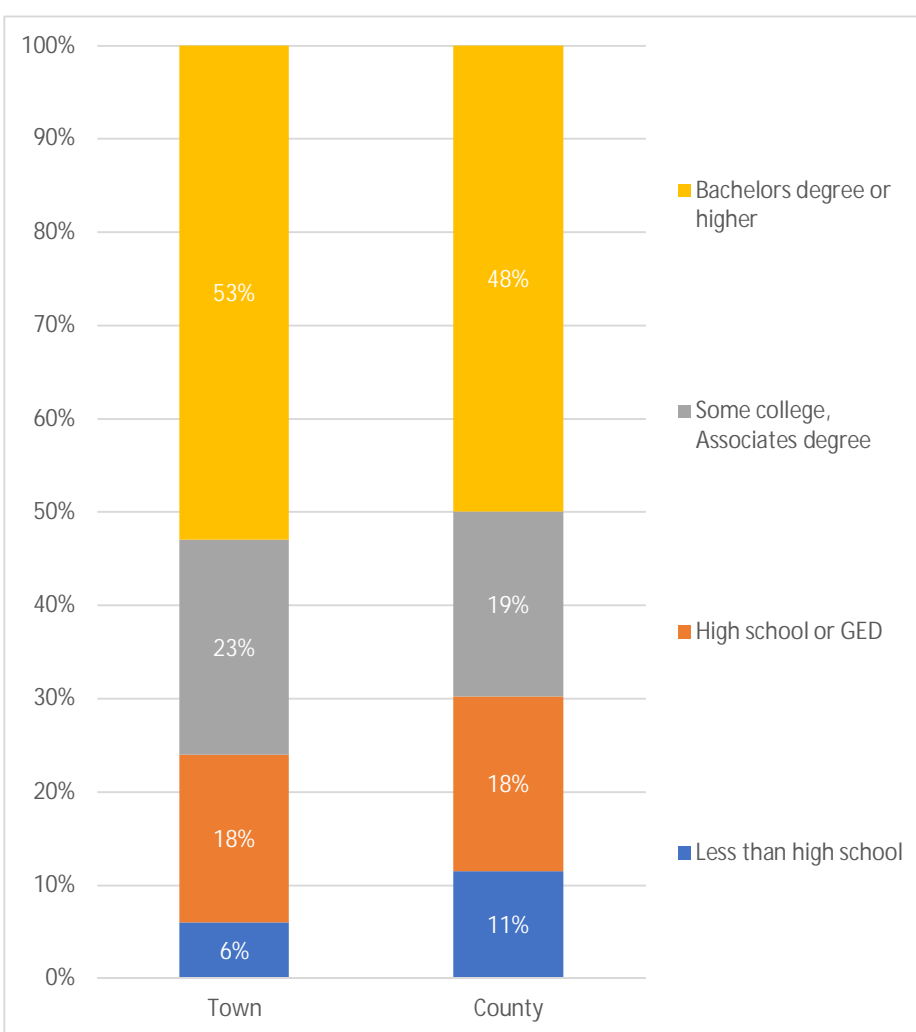
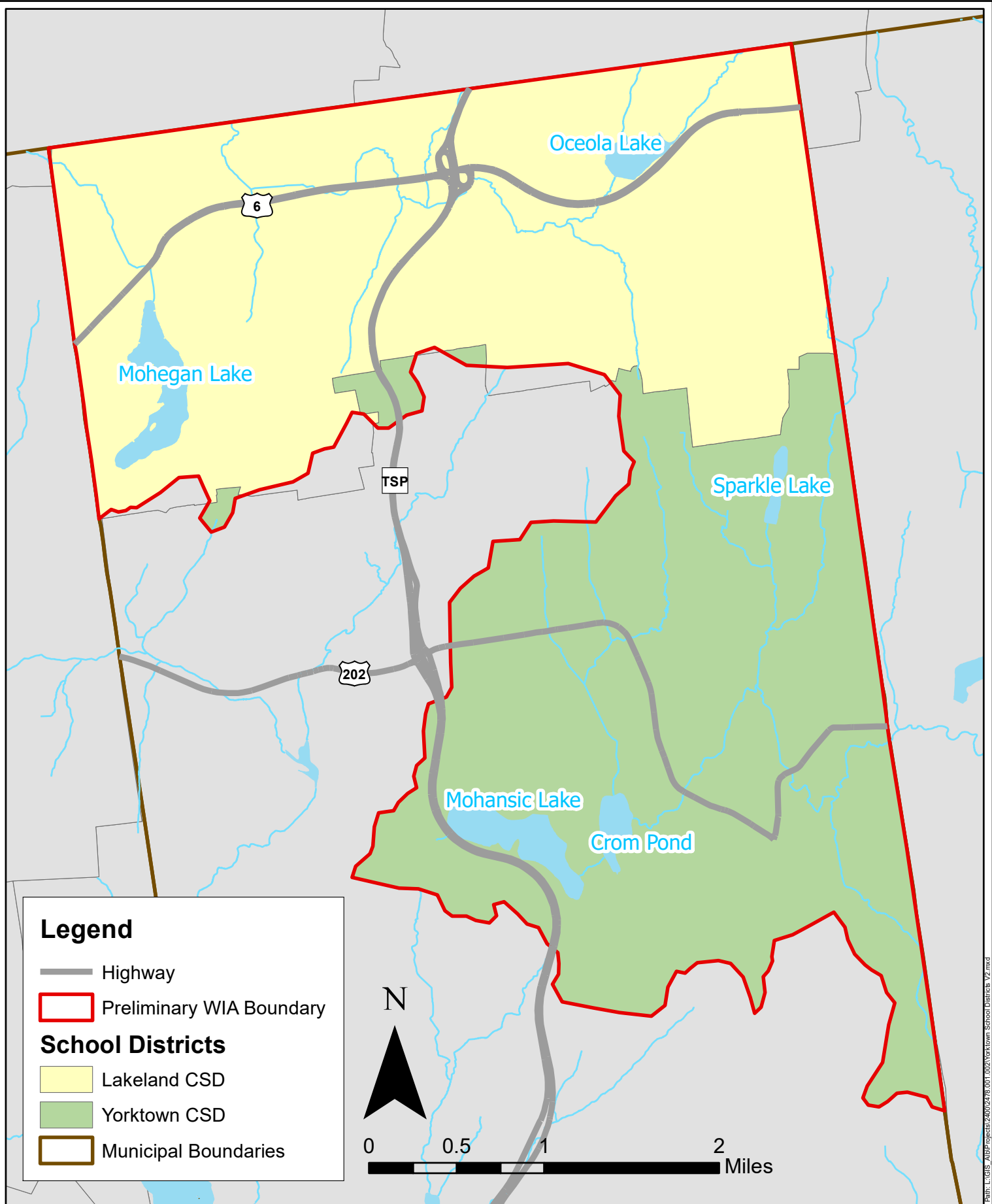


Figure 3 Education Distribution - Source: US Census Bureau



EMPLOYMENT & INDUSTRY

In 2019, 10,239 people were employed in the Town of Yorktown; 1,393 of those people lived in Yorktown, and 8,846 of them commuted into the Town. There were 12,095 people who commuted out of the Town to go to their place of employment. This makes Yorktown a “bedroom community”, a residential community whose residents primarily commute to a nearby town or city for work.

Educational Services, Healthcare and Social Assistance is the leading employer in Yorktown (26%) with Professional, scientific, and management, and administrative and waste management services (19%) following behind it as the second leading industry. Compared to 2010, the leading industries in the area have slightly changed, with Educational Services, Healthcare and Social Assistance (26%) maintaining its position but, with Finance and insurance, and real estate and rental and leasing (12%) as the second leading industry. Some places of employment within the Town include the Yorktown Rehabilitation & Nursing Center, Yorktown Assisted Living Residence, and the IBM Research campus.

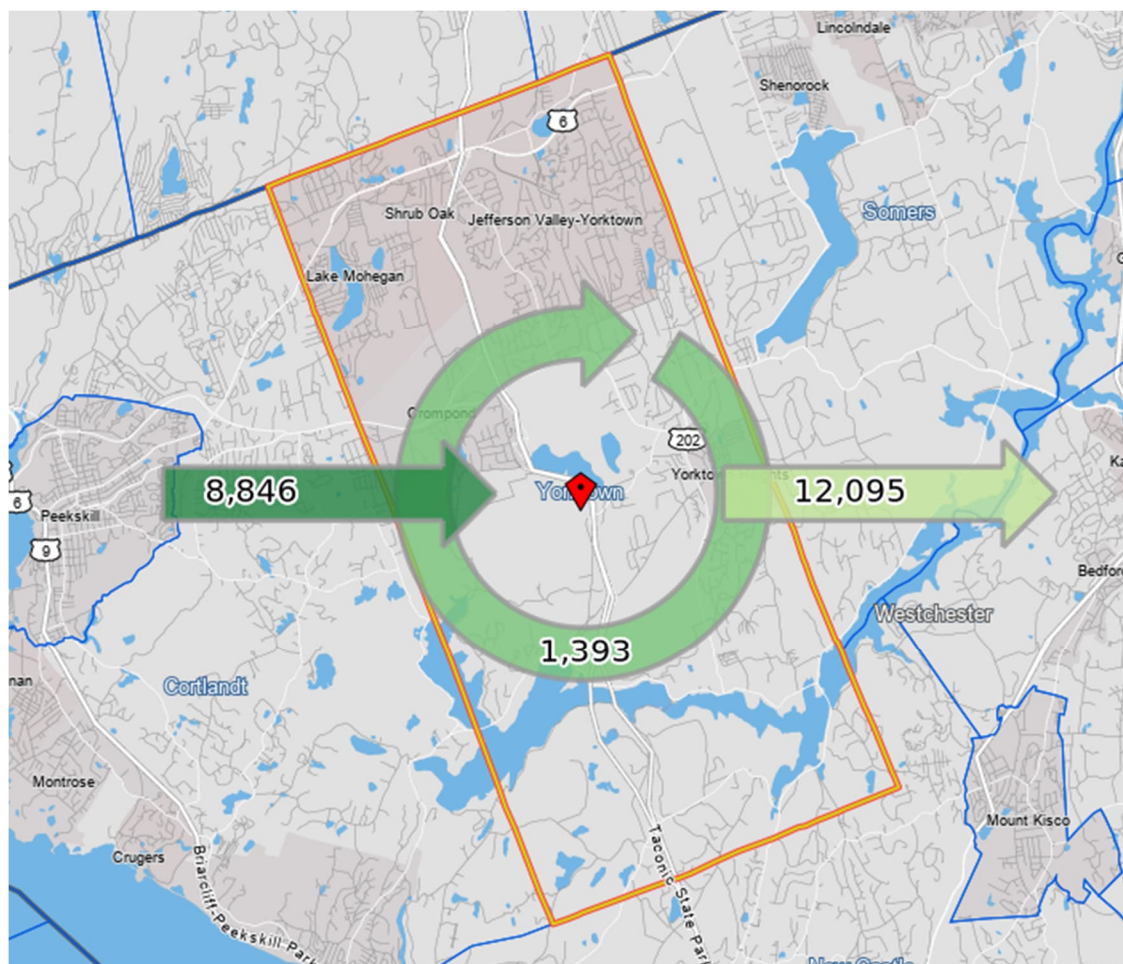


Figure 4 -Yorktown Employment Inflow and Outflow

Yorktown median household income (\$130,375) surpasses that of the County (\$99,489). Compared to 2010, this represents a 28% growth in income for Yorktown and a 25% increase in income for the County.

Investment in further development of the leading industries is an approach the Town has to grow employment within its borders. As the Educational Services, Healthcare and Social Assistance ‘industry’ manifests itself in the Medical Centers, Assisted Living, and the Town school systems, providing multiple avenues for supporting this sector. Growth in this industry would be supported utilizing the Town’s proximity to a large quantity of college institutions to attract skilled laborers.

<i>Table 2 - Median Household Income</i>			
	2010	2020	Percent Change
Town	\$101,612	\$130,375	28%
County	\$79,619	\$99,489	25%

Source: US Census Bureau (American Community Survey)

HOUSING

Yorktown's housing units are 96% occupied, which is slightly higher than the Countywide occupancy rate of 94%. This indicates that there is a healthy demand for housing in the community. The US Department of Housing and Urban Development defines a healthy vacant housing rate as between 5 to 10 percent, Yorktown's vacancy rate of 4 percent falls slightly below this healthy rate. The Town's renter occupancy rate is 16% which is lower than the County (39%). As an outer-ring suburb of New York City, this lower renting rate reflects this.

Yorktown's median household value of \$450,600 is lower than that of the County (\$544,100). This is important as home values are often indicative of community desirability. This lower household value, when compared to the County, could be due to the higher desirability of homes with a shorter commute to NYC; as Yorktown is on the northern boundary of Westchester County, it has some of the longer commute times. Yorktown's housing stock is overwhelmingly on the older side – 86% of its housing stock was built in 1980 or earlier, which is comparable to the County level 87%.

Source: US Census Bureau (American Community Survey)

Table 3 General Housing Statistics				
	Town		County	
Total housing units	13,672		388,963	
Occupied housing units	13,144	96%	367,296	94%
Vacant housing units	528	4%	21,667	6%
Owner-occupied	11,109	84%	216,939	61%
Renter-occupied	2,164	16%	136,546	39%
Median Household Value	\$450,600		\$544,100	

EXISTING LAND USE

The existing land use within Yorktown is presented in Map 3. This data is from the 2018 Westchester County Property Assessor's office.

RESIDENTIAL

Residential uses are the largest portion of land in the Town. The residences are scattered through Yorktown, with many of them located within the WIA. Single-family dwellings account for almost all (97%) the residences within the Town.

COMMERCIAL

There are commercial properties dispersed throughout the WIA but most are within the Town's hamlets of Yorktown Heights, Mohegan Lake, Crompond, Jefferson Valley, and Shrub Oak. Businesses in these areas largely consist of restaurants and shopping centers.

PARKS & RECREATION

There are a large variety of parks, trails, and recreational assets within the Town including: Downing Park, Franklin D. Roosevelt State Park, Granite Knolls Sports & Recreation Complex, Kitchawan Preserve,



and more. A portion of the Empire State – Hudson Valley Greenway Trail passes through the southeastern portion of the Town as well.

Franklin D. Roosevelt State Park is located in the center of the town, next to the Yorktown High School/Middle School. It consists of spacious picnic areas and a lake and pond that provide fishing and boating opportunities.

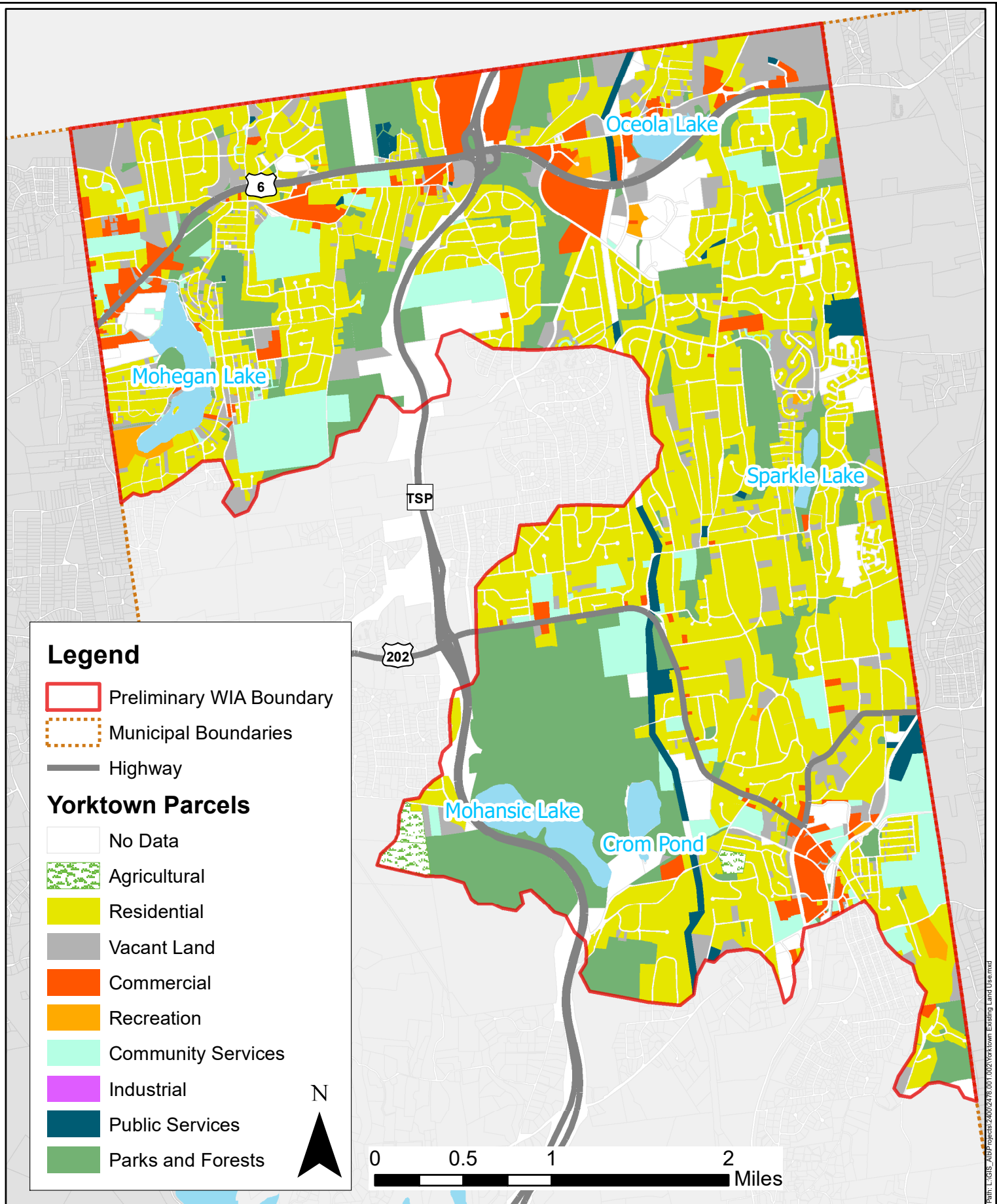
Brian J. Slavin Aquatic Center is located at the end of Sunnyside Street and consists of a fenced-in kiddie splash pool, an interactive pool for children taller than 41 inches, a diving pool, and a 25-meter lap pool. A snack bar, restrooms, showers, and changing areas are included in the main entry building. Also within the center is a lifeguard and first aid building. Just outside the aquatic center is the Shrub Oak Park.

Tom Diana Park at the Granite Knolls Sports & Recreation Complex is located to the north of the Sylvan Glen Park Reserve off of Stony Street. The Complex has two full-size multi-purpose fields, a pickleball court a baseball field with a press box and bleachers, a snack bar, a picnic area, a basketball court, an inclusive playground, and a pavilion. The park is connected to the Sylvan Glen Park Preserve by a trailway.

Downing Park is located on Route 202 (Crompond Road). The park offers bocce courts, an exercise area, ball fields, tennis courts, two playgrounds, a pavilion with cooking grills, and restrooms. In the Spring, the park is home to Yorktown's Annual Easter Egg Hunt.

Kitchawan Preserve is located off of Kitchawan Road. The Teatown-Kitchawan Trail, known as the TKT, is a new 6.5-mile hiking trail that links several parks and trails: Westchester County's North County Trailway, Kitchawan Preserve, and John E. Hand Park at Bald Mountain in Yorktown, and Croton Gorge in the Town of Cortlandt. The trail also connects with the New York State-owned Old Croton Aqueduct Trailway, and with Teatown Lake Reservation and its system of 15 miles of trails, and traverses lands controlled by the NYC Department of Environmental Protection.

Overall, Parks and Forests account for a large portion of land use within the Town, providing a wide array of activities to partake in. The parks combined with the presence of trailways that are part of the Empire State Trail, create an opportunity for the Town to leverage these natural resources for trailway-related tourism that will be generated in the future. The largest park in the Town, FDR State Park lies entirely within the WIA, which can be utilized as part of the ecotourism marketing.



ZONING

Yorktown's Zoning was adopted in 1958, and has been amended many times since then; the most recent version adopted was in 2010, with the map updated in 2019; Currently, there are a total of twenty-five (25) zoning districts. The districts are:

R1-200 - One-Family Residential District; R1-160 - One-Family Residential District; R1-80 - One-Family Residential District; R1-40 - One-Family Residential District; R1-20 - One-Family Residential District; R1-10 - One-Family Residential District; R-2 - Two-Family Residential District; R-3 - Multifamily Residential District;

RSP-1 - Age-Oriented Community; RSP-2 - Senior Citizens District; RSP-3 - Age-Oriented Geriatric Community;

CRC - Commercial Regional Center District; C-1 - Commercial Shopping Center District; C-2 - Commercial Hamlet Center District; C-2R - Commercial Hamlet Center District; CR - Commercial Recreation District; C-3 - Commercial Limited District; C-4 - Commercial General District; CC - Country Commercial District;

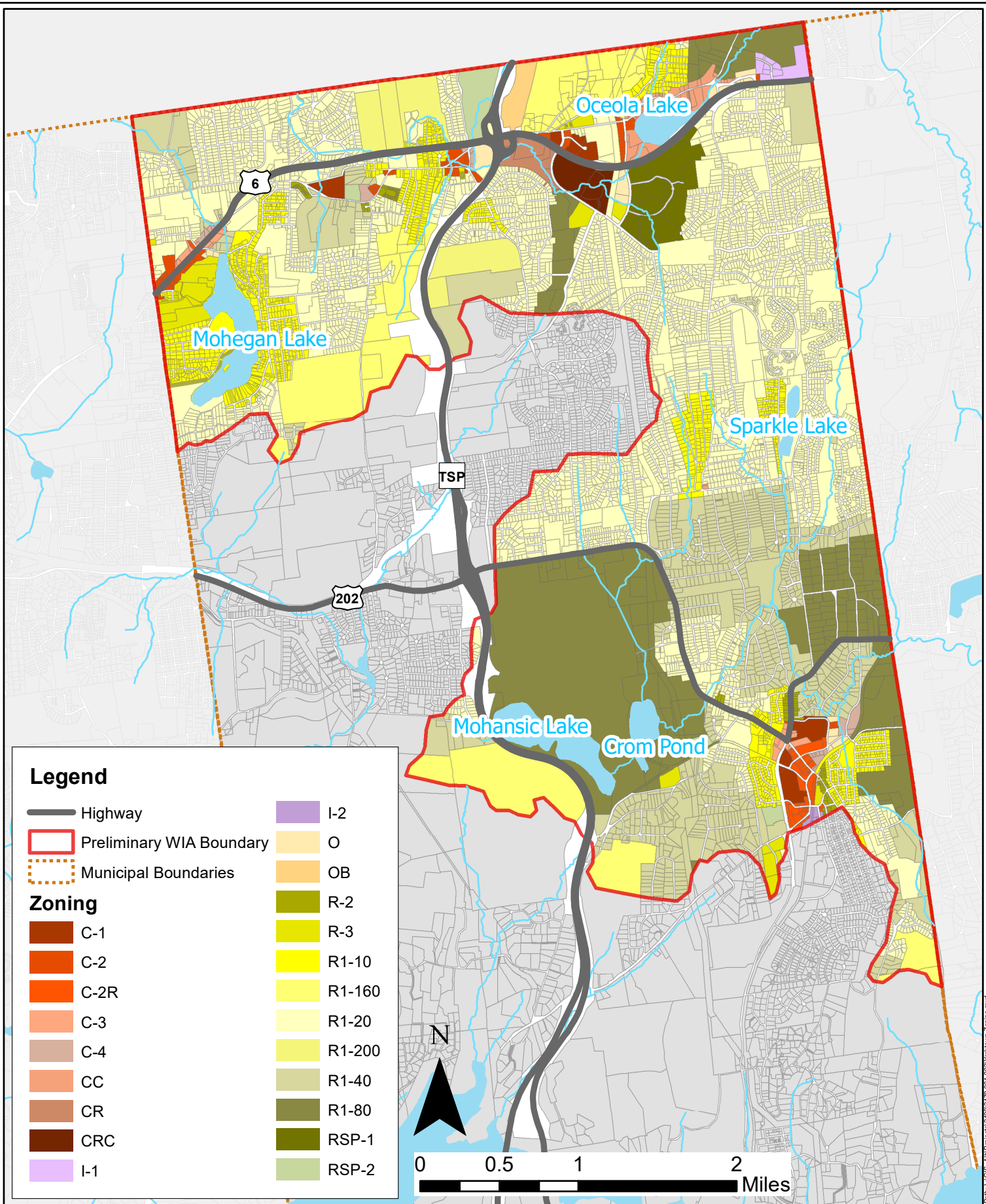
OB - Research Laboratory and Office District; O - Office District;

I-1 - Light Industrial Park District; I-2 - Planned Light Industrial District;

IN - Planned Interchange District

There are a few places of industrial activity located in Crompond, Jefferson Valley North, and Yorktown Heights. However, portions of these areas remain underdeveloped, especially in Crompond and Jefferson Valley North.

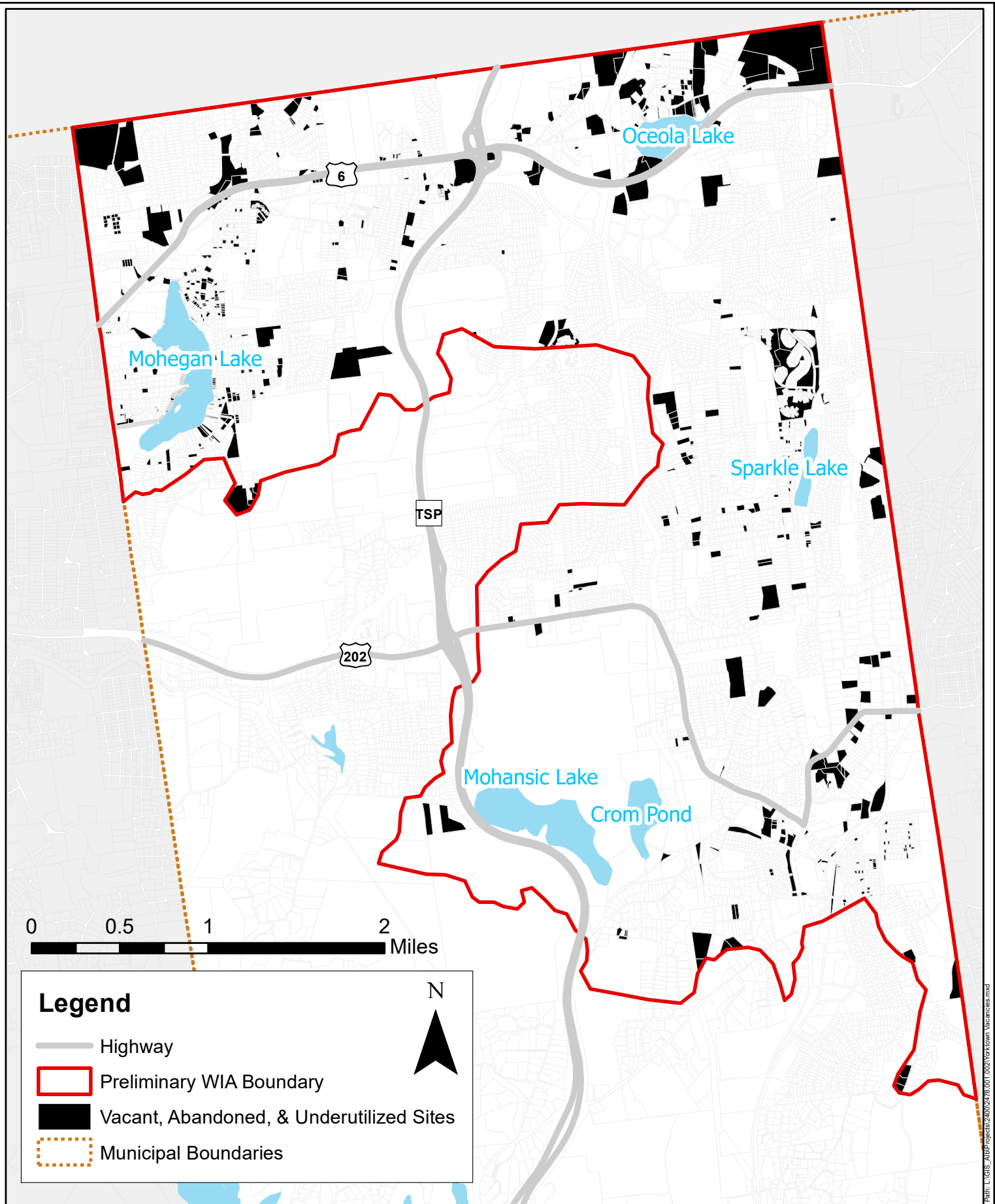
Overall, the Town has (6) different categories of zoning: Residential, Age-Restricted Communities, Commercial, Office, Industrial, and Interchange Districts. Map 4, on the following page, reaffirms what was shown in the previous land use section – the majority of Yorktown is residential, and the R1-120, R1-80, and R1-200 make up the largest districts. Most of the Town's commercially zoned land lies within the boundaries of the WIA, allowing for more focused development and support of these areas as part of a waterfront redevelopment program.



VACANT SITES

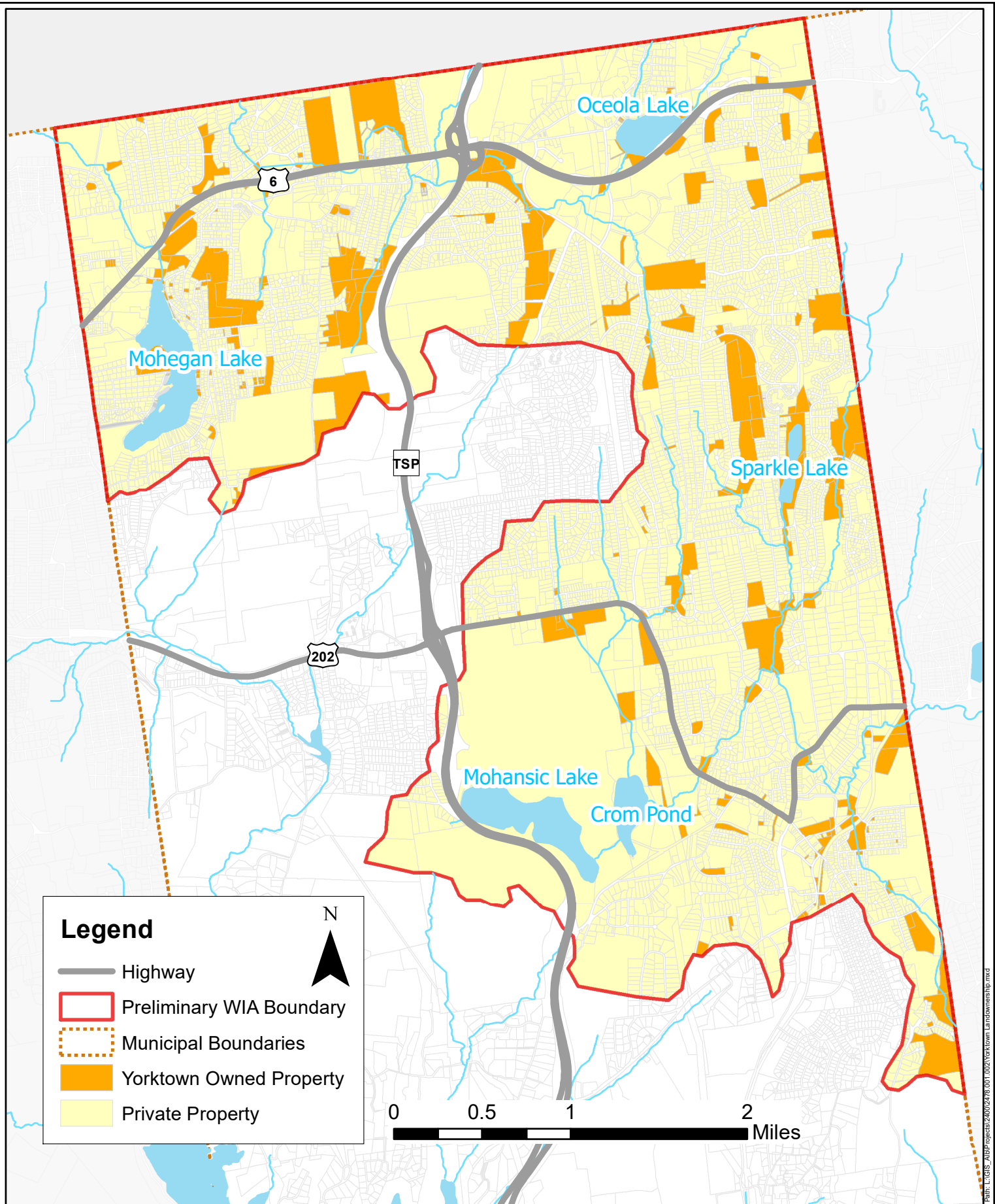
As shown in Map 5, vacant parcels make up 634 parcels or 6.5% of the total land area. The majority (588/634) of the vacant parcels are residential, covering 430.37 acres. The next most prevalent type of vacant parcel is commercial, with 29 parcels covering 25.7 acres. The vacant lots are scattered throughout the Town, with no specific patterns of concentration. As shown in the following map, within the WIA the vacant parcels are generally smaller, sized for residential lots, with the northeastern and northwestern corners of the Town featuring much larger lots. Outside of the WIA, the lots are generally larger, comparable in size to larger park areas seen in the area.

The presence of wetlands within the WIA may cause the development of these lots to be more challenging. These wetlands are concentrated in the northern portion of the Town.



LANDOWNERSHIP

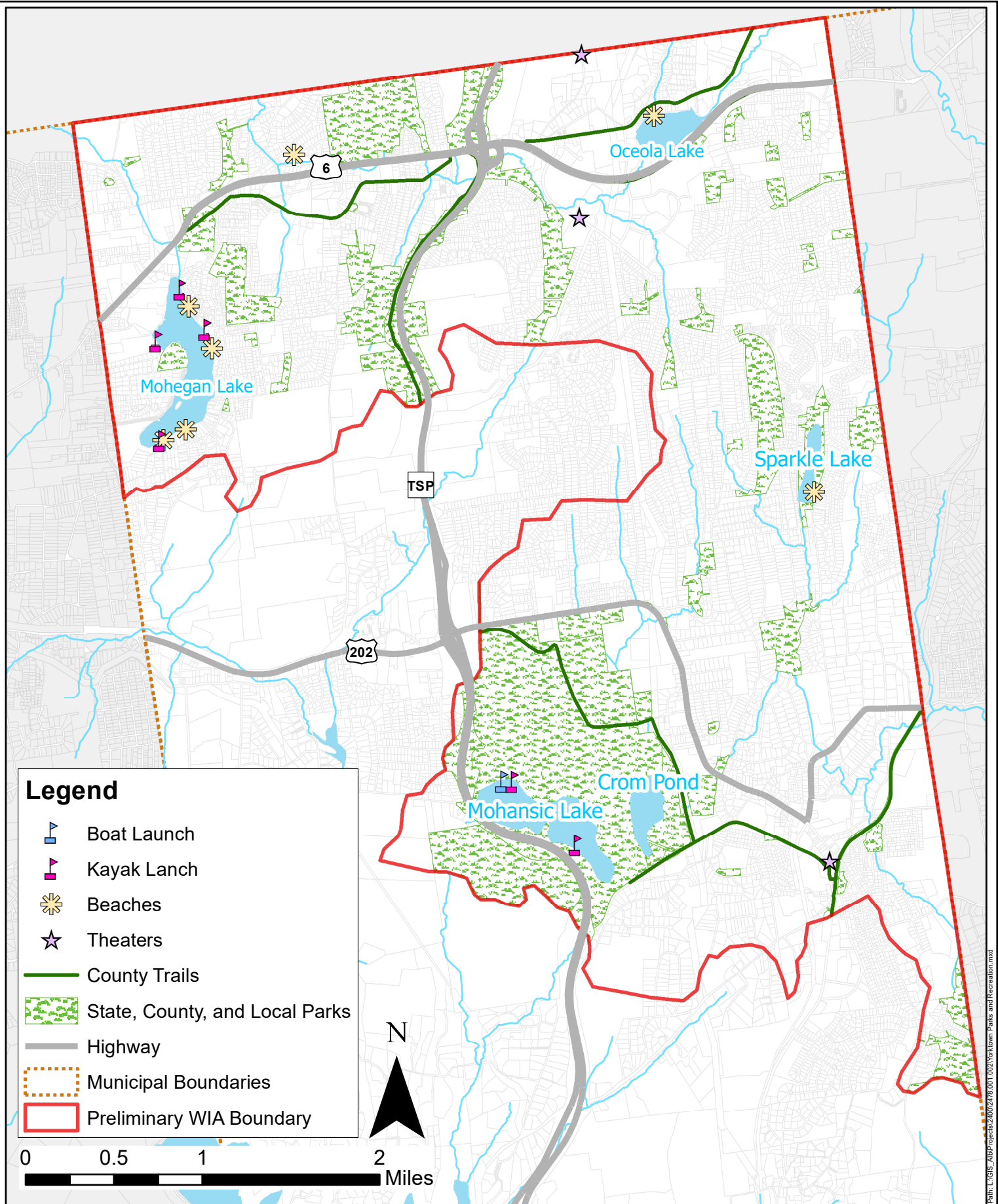
This section identifies ownership of key parcels along the waterfront. As shown in Map 6, the land that the Town owns is scattered around the WIA. A majority of these parcels are used for park and forest land, and are predominantly located within the residentially zoned districts which not only boosts the property values in the Town and WIA, but is also beneficial to the physical and mental health of residents.



PUBLIC ACCESS AND RECREATION

Yorktown has many Parks and Trails for residents and visitors to enjoy, this includes a golf course, a reservation, a sports complex, two (2) trailways, three nature preserves, and seven (7) state and local parks. The abundance of local waterbodies also provides a variety of water-dependent and enhanced uses such as fishing, kayaking, and boating. Some lakes, such as Lake Mohegan and Osceola Lake, also have lakefront beach space. Within the WIA the largest park space is the Franklin D. Roosevelt State Park, which spans 960 acres. The park hosts many accommodations, such as picnic spaces, a large swimming pool, freshwater fishing and boating opportunities. Other recreational spaces in the park include volleyball nets, softball fields, basketball courts, a soccer field, and a disc golf course, providing a wide variety of activities for visitors to choose from. Lake Mohegan, Osceola Lake, and Sparkle Lake are other fishing and boating spots that enhance the recreational resources of the WIA.





INFRASTRUCTURE

WATER²

The Yorktown Consolidated Water District (YWD) currently services approximately 10,000 water accounts. Major water sources are the Amawalk Reservoir, located in the Town of Somers, and the Catskill Aqueduct in the Town of Cortlandt Manor. The Amawalk Reservoir is also a part of the Croton Water system that is connected to New York City's water supply network. Prior to distribution, the water is treated at the Amawalk and Catskill Water Treatment Plants. To comply with State and Federal regulations, the YWD issues an Annual Drinking Water Quality Report describing the quality of its drinking water and to raise understanding of the drinking water and awareness of the need to protect its resources. The YWD tests the water daily. According to the 2022 Annual Drinking Water Quality Report, 976 million gallons of drinking water was produced; of that, 789 million gallons were delivered to metered customers, and 187 million gallons were unaccounted for (used for hydrant flushing, water main breaks, fire flow tests, fighting fires, and leakage).

In addition to maintaining the distribution and supply system, the department installs and reads meters, repairs water main breaks, installs new pipes and maintains the infrastructure.

The Town of Yorktown is part of the Northern Westchester Joint Water Works (NWJWW), which is a collaboration between the Towns of Yorktown, Somers, and Cortlandt and the Montrose Improvement District.

SOLID WASTE DISPOSAL

The Town of Yorktown uses an outside contractor for its waste management services, offering weekly curbside recycling and trash pickup services. The Town also offers a variety of other pick-up services such as E-Waste Recycling and Car Tire Collection for a fee, and Food Scrap Drop Off Sites at Downing Park and Textile Recovery Programs at various locations throughout Town for free on designated drop-off days.

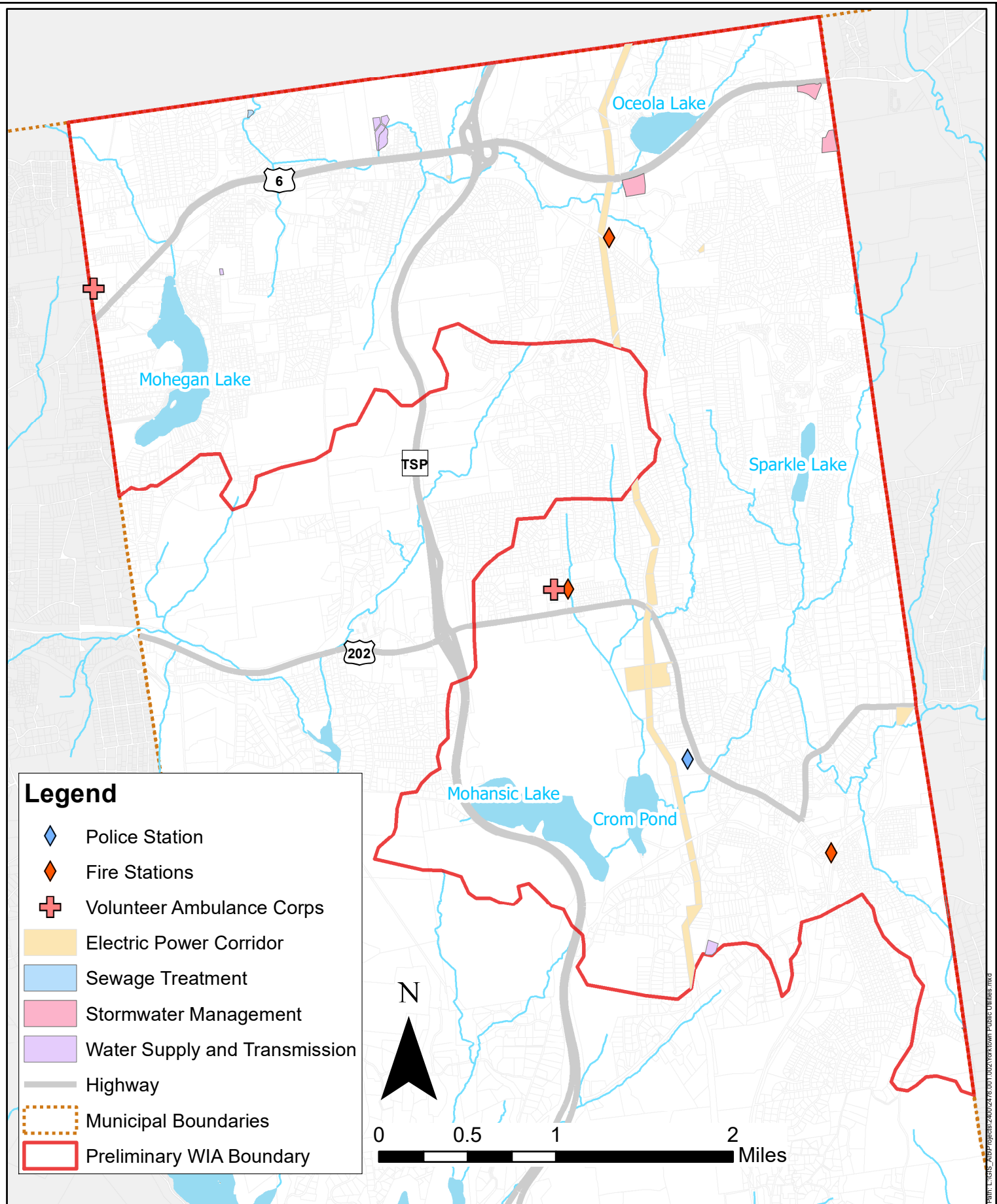
SEWAGE

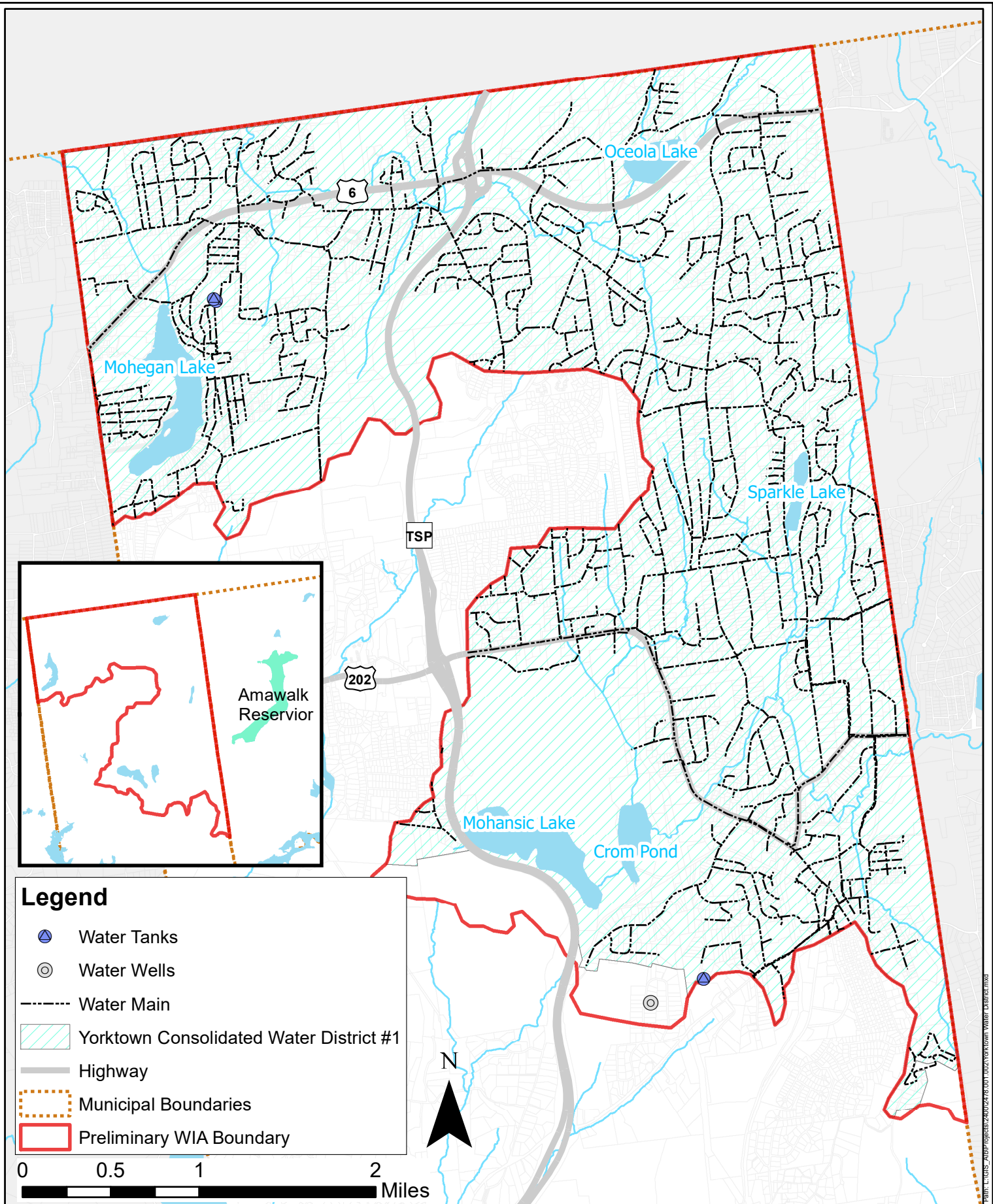
Yorktown operates the Hallocks Mill, a trickling filter sewage plant with a capacity of 1.5 million gallons per day. There are approximately 76 miles of sewer leading to either the Yorktown or Peekskill sanitary sewer facilities. As shown in Map 9, the Yorktown Sewage District covers the northern portion of the WIA.

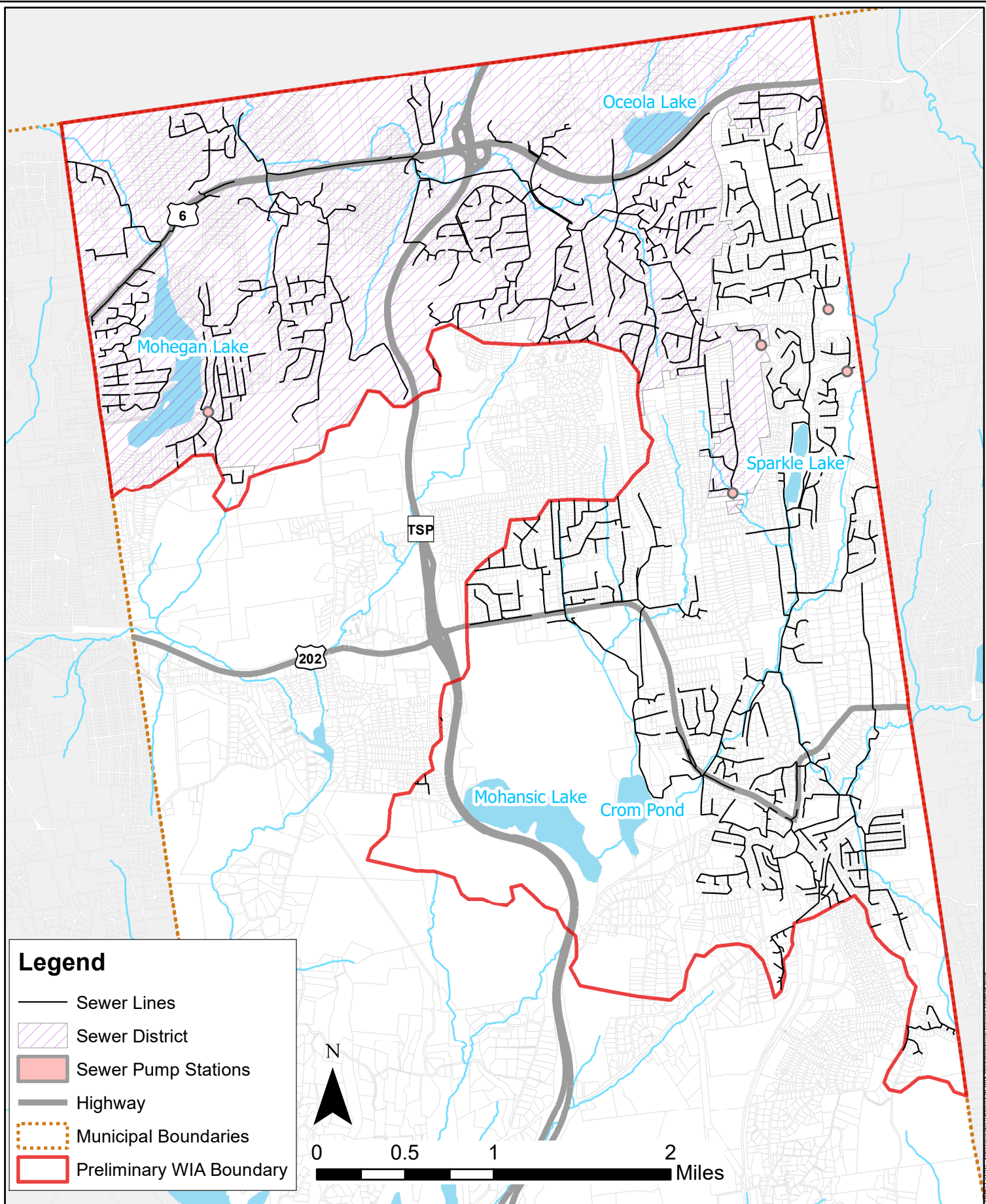
ELECTRIC

Yorktown residents are served by NYSEG and ConEdison as their energy companies. Currently, the Town has launched a joint campaign to promote two renewable energy and energy efficiency programs - Sustainable Westchester's Community Solar and Grid Rewards programs.

² Excerpt from the Yorktown Water Department: [Yorktown Water District | Town of Yorktown New York \(yorktownny.org\)](https://www.yorktownny.org)



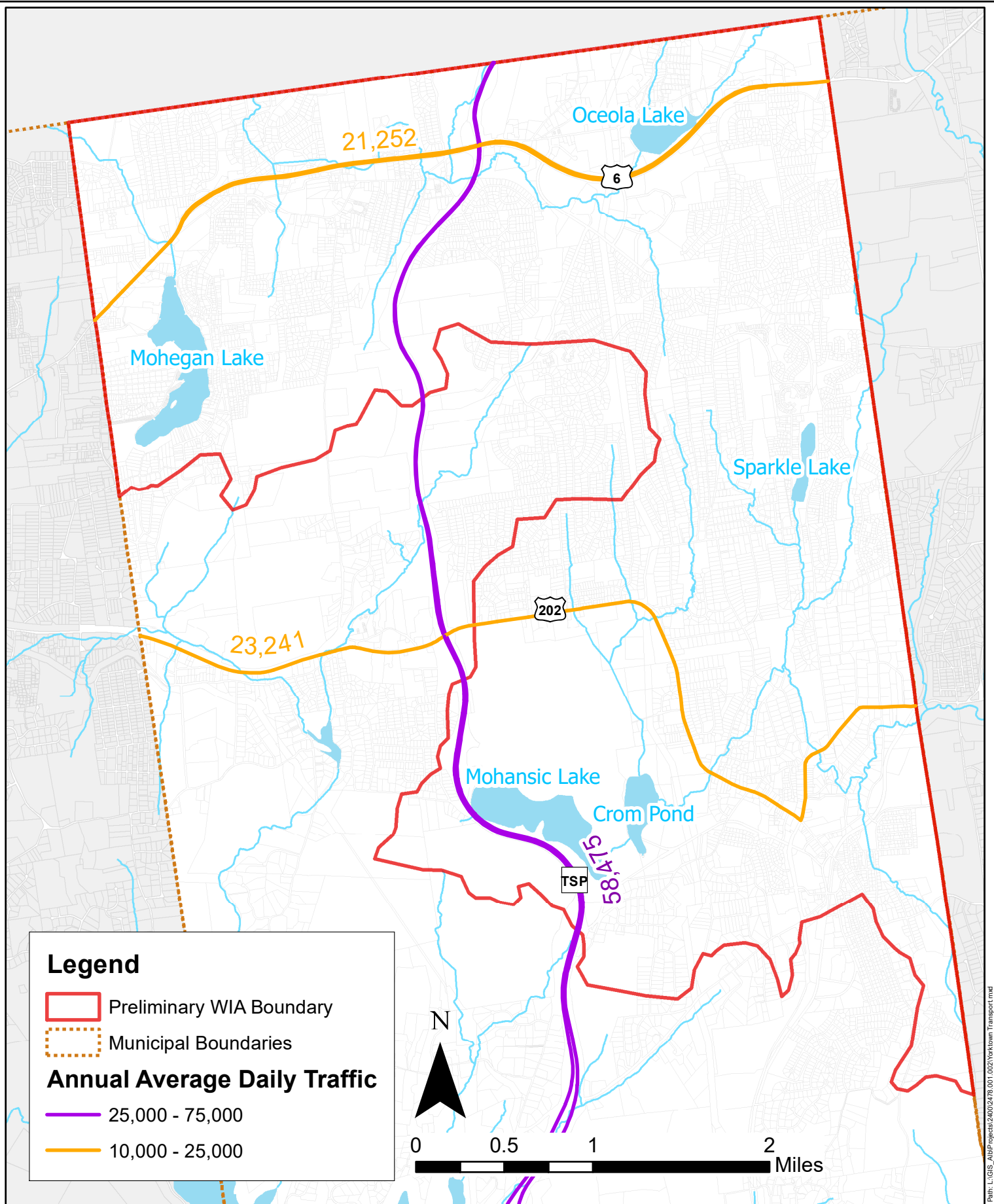




TRANSPORTATION SYSTEMS

ROADWAYS

Taconic State Parkway (North-South), Bear Mountain State Parkway, US Route 202/NY Route 35, and US Route 6 are major east-west (US Route 202, US Route 135, US Route 6, Bear Mountain State Parkway) and north-south (Taconic State Parkway) transportation corridors that run through Westchester County and pass-through Yorktown. The Taconic State Parkway connects Yorktown to New York City, and US Route 202/NY Route 35 connects the Town to Connecticut and New Jersey. The transportation map on the following page shows the annual average daily traffic that US Route 202/NY Route 35, US Route 6, and the Taconic State Parkway experience. As the major north-south roadway through the town towards New York City, the Taconic Parkway has the most daily traffic, with over 58,000 drivers per day. US Route 202/NY Route 35 and US Route 6 experience a lower amount of daily traffic, at around 22,000 drivers per day.



RAILS

Yorktown does not have any operational rail lines passing through it. The old Yorktown Heights Railroad Station has been restored and used as part of the Railroad Park. The site has also been listed on the National Register of Historic Places. The closest Metro North/Amtrack Station is located around 7 miles southwest in the Village of Croton-on-Hudson at the Croton–Harmon station.

AIR

The closest airport is located 22 miles to the south at the Westchester County Airport. For international flights, the New York Stewart International Airport located 32 miles northwest in the Town of New Windsor is the closest option. The LaGuardia Airport, located 42 miles to the south, and JFK International Airport, located 50 miles to the south in NYC, are other travel options in the region.

BUSING

The Bee-Line bus system is by the Westchester County Department of Public Works and Transportation and is operated under contract with private bus companies. This system provides transportation within Yorktown and operates in the Bronx, offering Yorktown residents connections to NYC subways and buses.

PEDESTRIAN CONNECTIONS

The commercial area of Yorktown (Hamlets of Yorktown Heights, Mohegan Lake, Crompond, Jefferson Valley, and Shrub Oak) has sidewalks, but most of the streets in the WIA are lacking in sidewalks, limiting walkability throughout the area. There are two trailways that pass through the WIA both of which draw from the former Putnam Division of the New York Central Railroad. The Mohansic Trailway follows an abandoned rail bed that went from the Putnam Division Railroad to what is now the Mohansic Golf Course. The Mohansic Trailway also connects to the FDR State Park.

The second trail is the North County Trailway, which is a paved pedestrian/bicycle path covering 22.1 miles from Eastview in the Town of Mount Pleasant to Baldwin Place in the Town of Somers. 5.5 miles of the Trailway run through Yorktown, entering along the Route 100 corridor south of Kitchwan, where there is parking access, crosses the New Croton Reservoir, and then crosses Route 118 where there is also parking access. The Trailway continues along Route 118 north into the center of Yorktown Heights with two parking areas along Underhill Avenue near Town Hall. Continuing through Railroad Park, the Trailway turns northeast and leaves town at the Trailway crossing with Route 202. To the south, the trailway connects to the South County Trailway, which is another 14.1 miles, south from Eastview to the Bronx border. To the north, the trailway connects to the Putnam Trailway, which consists of 11.85 miles, north from Somers to Brewster. Only the last section from Putnam Ave to North Main Street in Brewster is incomplete.

While there are a variety of trailways for residents to take advantage of, as mentioned before, the lack of sidewalks in the non-commercial areas of the Town limits walkability access and requires those who wish to visit the trailways and parks to either walk on the shoulder of roads or to use an automobile.

HISTORIC & CULTURAL RESOURCES

To identify, evaluate, and protect our country's historic and archaeological resources, the National Park Service established The National Register of Historic Places. Established under the National Historic Preservation Act of 1966, the National Register coordinates public and private efforts to protect properties including districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. In addition, achievement of Register status accrues benefits beyond protection. These benefits include eligibility for federal historic preservation grants, enhanced visibility including marketing and promotional opportunities, qualifications for specialized federal tax provisions, and additional emphasis for historic projects during planning processes that require involvement from federal or state agencies. The following sites are listed on the National Register of Historic Places in Yorktown:

- Yorktown Heights Railroad Station;
- Taconic State Parkway;
- St. George's Church;
- Amawalk Friends Meeting House



Photo 1 - Yorktown Heights Railroad Station



Photo 2 - Taconic State Parkway

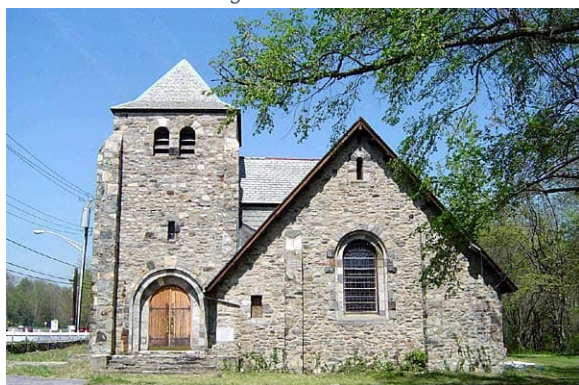
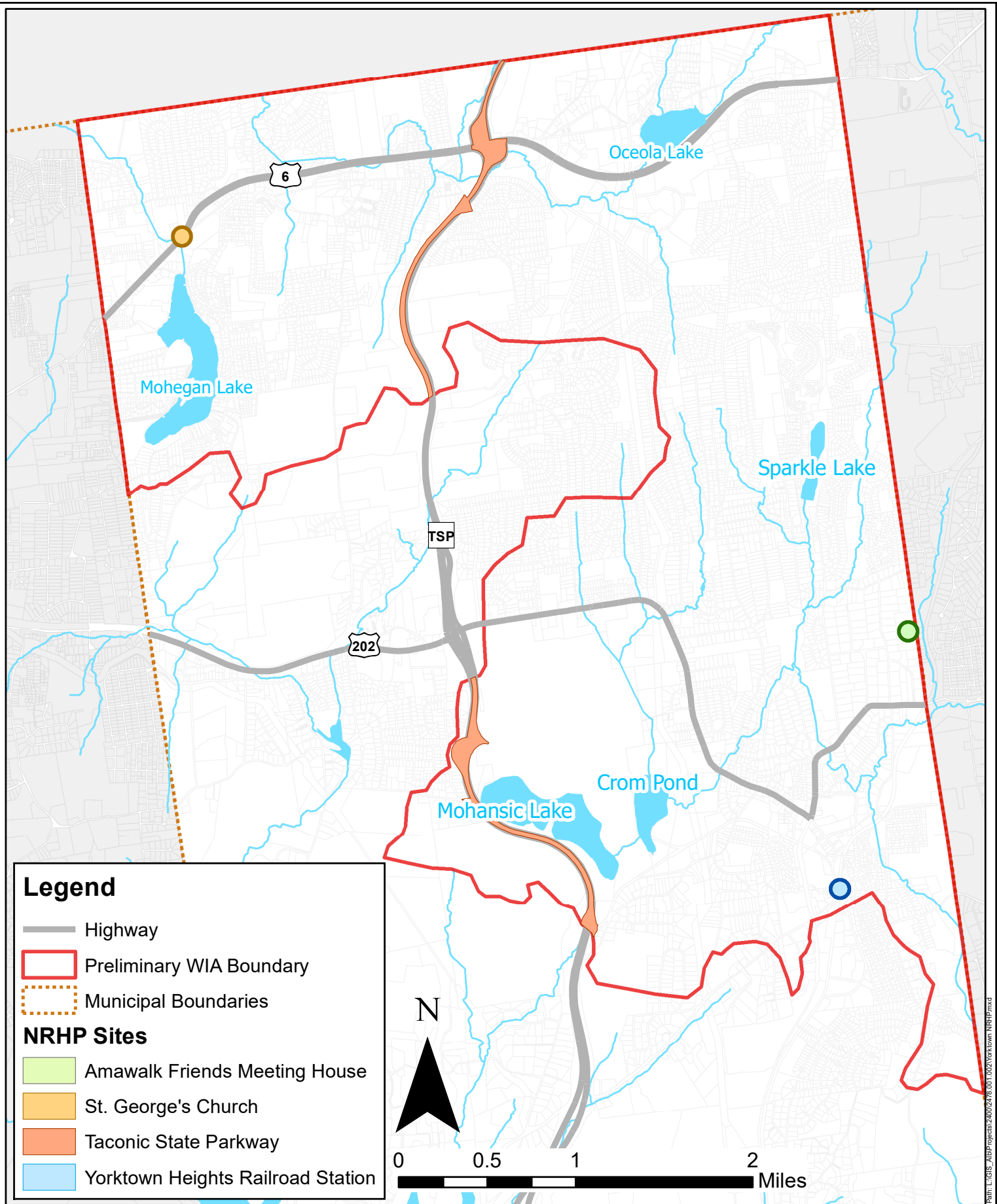


Photo 3 - St. George's Church



Photo 4 - Amawalk Friends Meeting House

While most of the recognized sites are parkways, the Yorktown Heights Railroad Station and the St. George's Church are sites that the Town has the ability to utilize, and it has, such as with the creation of the Railroad Park which makes use of the decommissioned Yorktown Heights Station.



WATER QUALITY

In accordance with Title 6 of the New York Code of Rules and Regulations (NYCRR), Part 701- Classifications – Waters and Groundwaters, NYSDEC has established water quality classifications for streams and lakes in the State.

Lake Mohegan in the northwest of the Town, is a classified B waterway by the New York State Department of Environmental Conservation (NYS DEC). The water quality "B" classification means that the lake is best used for swimming and other contact recreation but should not be used for drinking or food processing purposes.

The New Croton Reservoir, in the south of the Town, is a classified AA waterway. The water quality "AA" classification means that the reservoir is a source of water supply for drinking, culinary, or food processing purposes and is suitable for primary and secondary contact recreation and fishing. These waters are suitable for fish propagation and survival. Water supply use is impaired by the presence of phosphorus in the water.

Peekskill Hollow Creek flows in the north of the town into both Lake Mohegan and Osceola Lake. The creek is classified as a "C (TS)" waterway. The "C" classification means that the creek is best used for fishing and is suitable for primary and secondary contact recreation. "TS" indicates that Peekskill Hollow Creek is classified as a Trout Stream for spawning waters.

Hunter Brook flows southward to the New Croton Reservoir (B-TS). The brook is classified as a "B (TS)" waterway. The "B" classification means the brook is best used for primary and secondary recreation and fishing. The waters are suitable for fish propagation and survival.

PRIORITY WATERBODIES

The water quality classifications assigned to waterbodies do not necessarily (or accurately) reflect all water quality issues and conditions. The Federal Clean Water Act requires states to periodically assess and report on the quality of waters in their jurisdiction. The NYSDEC has developed a State-wide inventory of specific waterbodies based on monitoring and information drawn from other programs and sources. This inventory characterizes general water quality, the degree to which water uses are supported, and progress made toward identifying quality problems and improvements. The NYSDEC Division of Water periodically publishes a list of the surface waters that cannot be fully used as a resource or have problems that can damage their environmental integrity. The "Waterbody Inventory /Priority Waterbodies List" is used as a base resource for the NYSDEC Division of Water program management. Separate Waterbody Inventory/Priority Waterbodies List Reports are prepared and maintained for each of the major drainage basins in the State. The list includes an assessment of water quality for waterbodies under six categories, which include:

Impaired Segments

These are waterbodies with well-documented water quality problems that result in precluded or impaired uses. This category includes "High and Medium Resolvability" segments, where the Division of Water considers the expenditure of additional resources to improve water quality to be worthwhile given public interest and/or the expectation that a measurable improvement can be achieved, and "Low

Resolvability” segments with persistent/intractable problems on which the Division is not likely to spend any significant resources (e.g., segments affected by atmospheric deposition, etc.).

Waters with Minor Impacts

These are waterbody segments where less severe water quality impacts are apparent, but uses are still considered fully supported. These waters correspond with waters that are listed as having “stressed” uses.

Threatened Waterbody Segments

These are waterbody segments for which uses are not restricted and no water quality problems exist, but where specific land use or other changes in the surrounding watershed are known or strongly suspected of threatening water quality. Also included in this category are waterbodies where the support of a specific and/or distinctive use makes the waterbody susceptible to water quality threats.

Waterbodies with Impacts Needing Verification

These are segments that are thought to have water quality problems or impacts but for which there is insufficient or no definitive documentation. These segments require additional monitoring to determine whether uses should be restricted.

Waters with No Known Impacts

These are waterbody segments where monitoring data, and information indicates no use restrictions to overall uses, although minor impacts to component indicators, such as biological assessments, may be present.

Un-Assessed Waterbodies

These are waterbody segments with insufficient water quality information available to assess the support of designated uses.

Impaired waterbodies are deemed waters that frequently do not support appropriate uses. Impaired segments, waters with Minor Impacts, and Threatened Waterbody segments are the focus of remedial/corrective and resource protection activities by the NYSDEC.

<i>Table 4 – Water Quality Impairments</i>					
Water Quality Impairments					
Waterbody	Category	Impaired Uses / Condition	Severity	Type of Pollutant	Causes / Sources
New Croton Reservoir	IR4a	Water Supply	Impaired	Phosphorous	Point Source and Non-Point Source
Lake Mohegan	IR5	Secondary Contact Recreation	Impaired	Phosphorous	
		Primary Contact Recreation	Impaired	Phosphorous	
Hunter Brook	IR3	Fishing	Stressed	pH	
		Secondary Recreation	Stressed	pH	
		Primary Recreation	Stressed	pH	

Peekskill Hollow Creek	IR3	Fishing	Impaired	pH	
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Source NYS DEC

The Osceola Lake, Sparkle Lake, Mill Pond, Mohansic Lake, Crom Pond, Journeys End Lake, Teatown Lake, Vernay Lake, and Shadow Lake are all unassessed by the NYSDEC.

While some of the waterways are impaired in their uses, they still provide important recreational opportunities for the Town. To ensure the safety of the individuals who take part in water-dependent activities in the unassessed waterways, the Town should make efforts to assess them for any pollutants that could be detrimental to the health of those who utilize them.

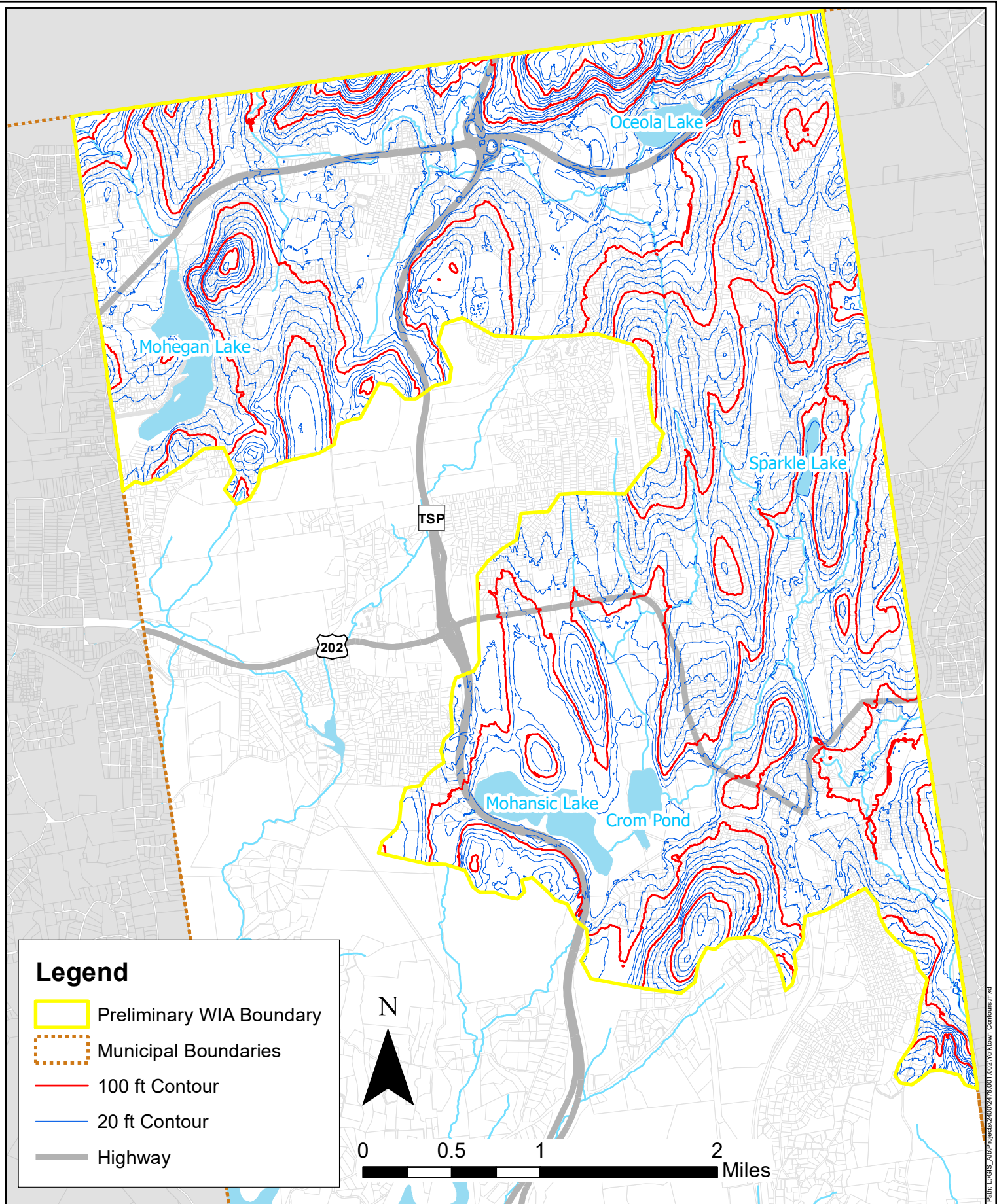
NATURAL RESOURCES

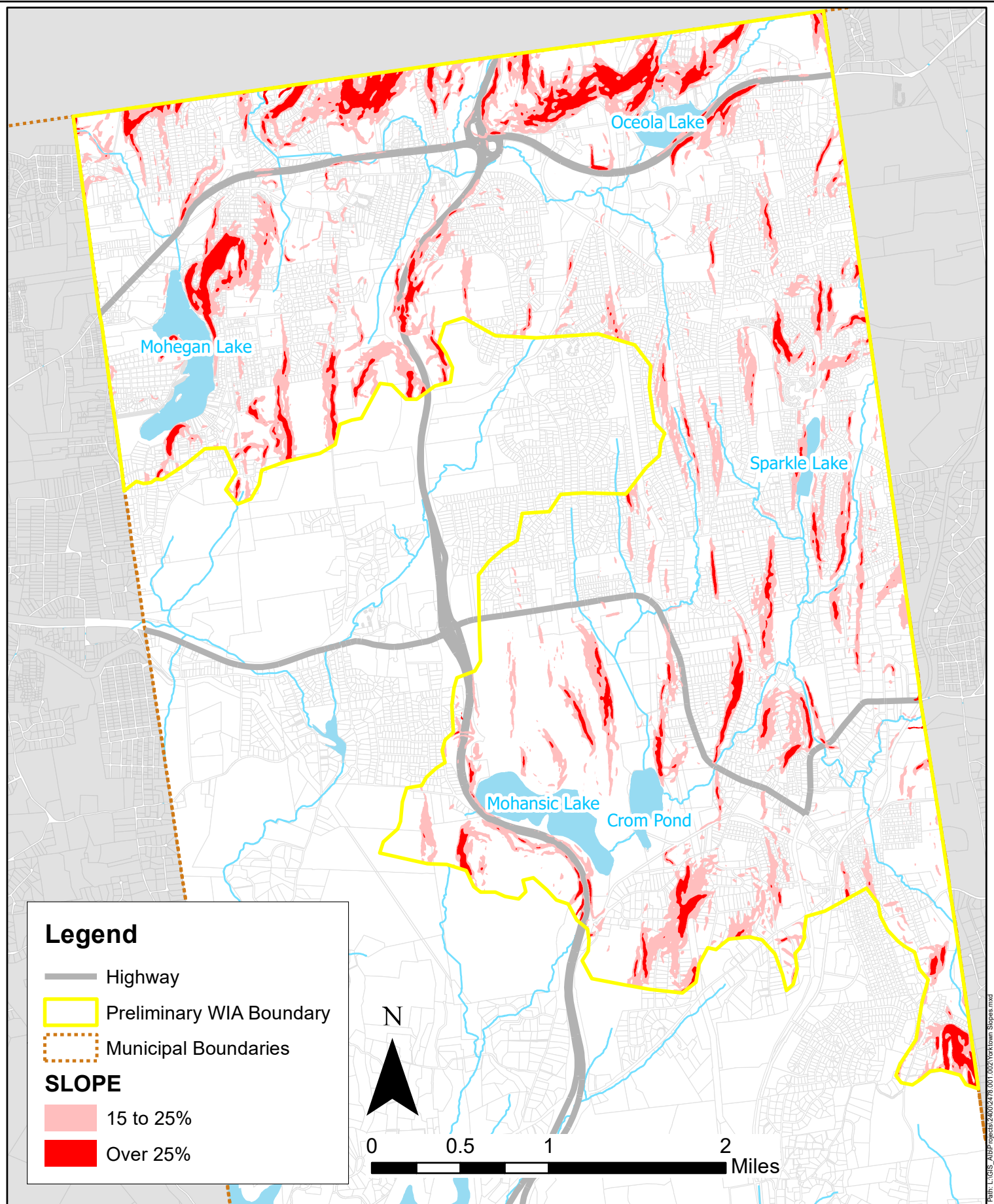
The WIA contains many natural resources. The inventory and analysis are useful for identifying specific areas appropriate for development and critical habitat and environmental areas that should be protected or avoided during development. Aside from providing insight into development considerations, the analysis also offers opportunities to manage and/or utilize natural amenities and educate the community about the natural environment.

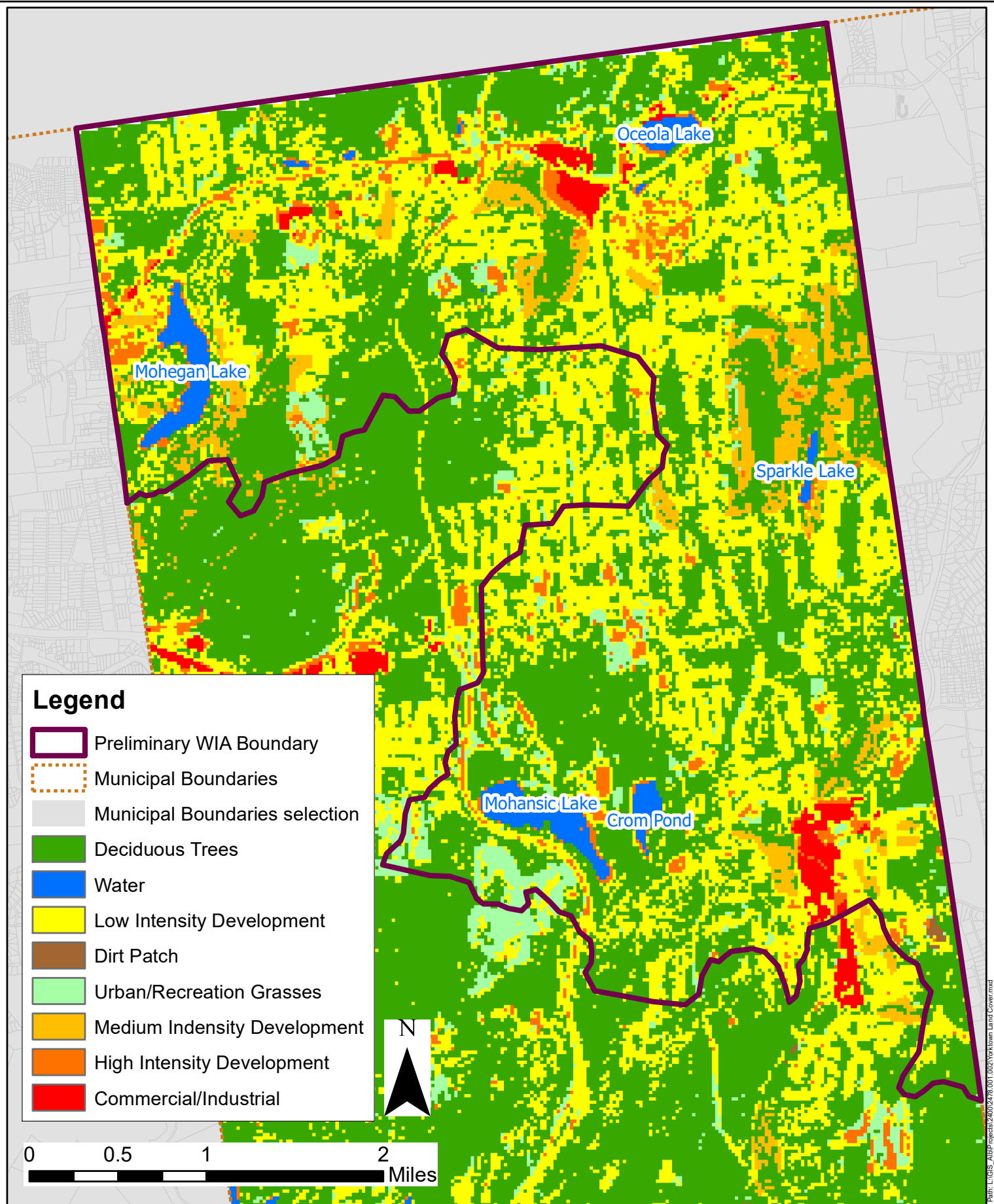
TOPOGRAPHY, STEEP SLOPES & LAND COVER

The high costs associated with construction along steep slopes make them undesirable for development. These areas are prone to erosion and instability. In combination with nearby agricultural practices, steep slopes can produce highly erosive stormwater runoff levels that carry large sediment and nutrient loads into downstream waterways. Moreover, these features often provide scenic value to a region. As shown in Map 12, Yorktown is generally hilly around the New Croton Reservoir area in the south of the Town. Within the WIA there are some areas of steep slopes around Lake Mohegan and Osceola Lake, with the northernmost part of the Town having >25% slopes across the Town boundary, as shown in Map 13.

The land cover map (Map 14) shows that most of the Town's development is concentrated within the WIA, with more intense development focused around the Town's hamlets of Crompond, Mohegan Lake, Shrub Oak, Jefferson Vally North, and Yorktown Heights. This is reflected in the Town's zoning shown in Map 4, and land use shown in Map 3, as these areas are built out and highly developed. For commercial or industrial businesses to expand within the Town, zoning changes should be considered to create more available land for businesses to invest in.







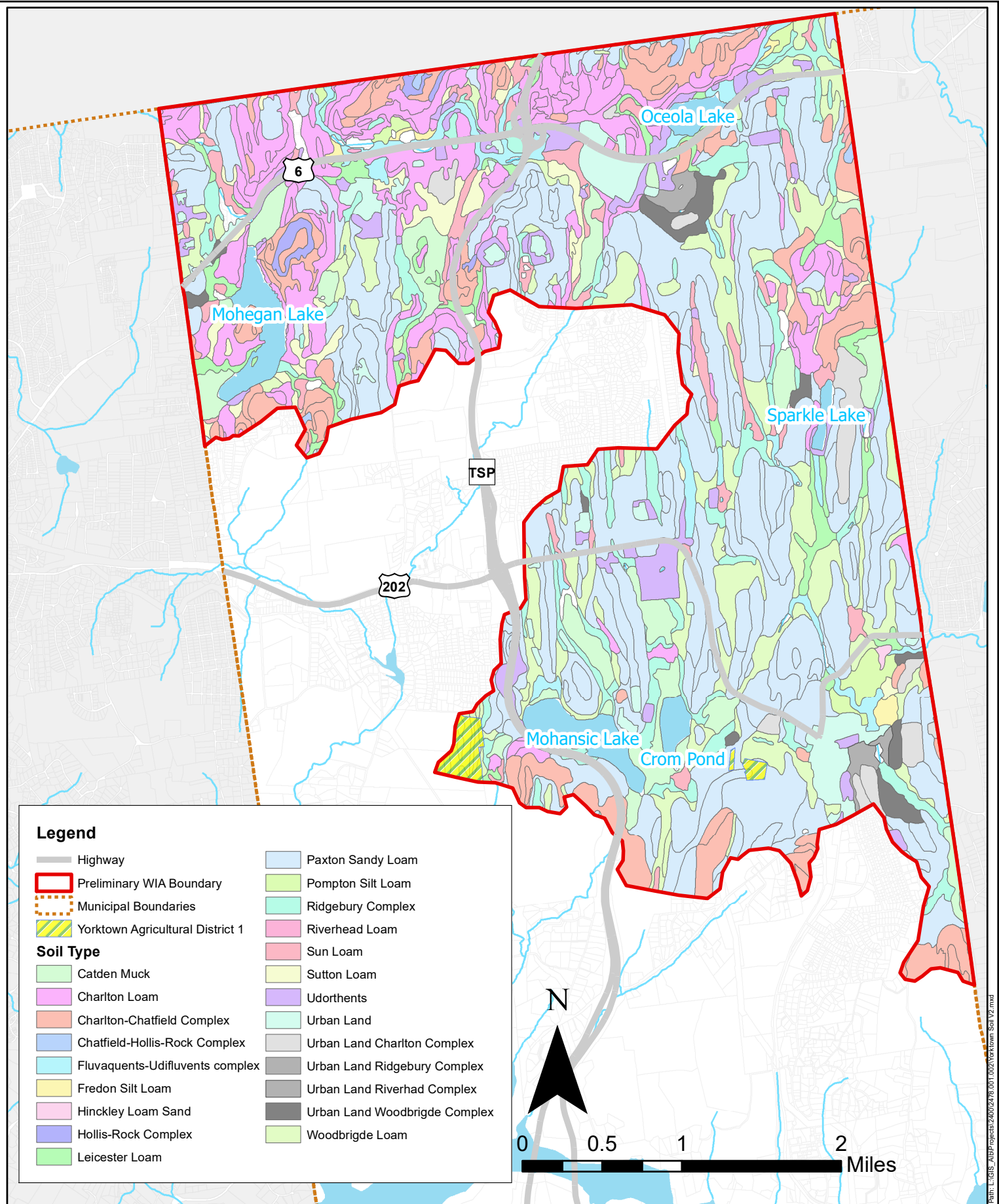
AGRICULTURAL DISTRICTS

Yorktown has a few areas designated as Agricultural District 1 land scattered throughout the Town, totaling 751.56 acres. A majority (90%) of this land lies outside of the inventory boundary, however, as shown in Map 16, there are three areas of Agricultural District land in the southern region of the boundary, totaling 68.42 acres.

SOILS

There are 53 different soils within the WIA, however these soils have been condensed into 22 subcategories in Map 15 to make viewing easier. Ten out of the fifty-three account for approximately 69 percent of the soil found within the WIA. Table 5 presents the most prevalent soils in the WIA, the name of the soil, its abbreviation, and how many acres it covers.

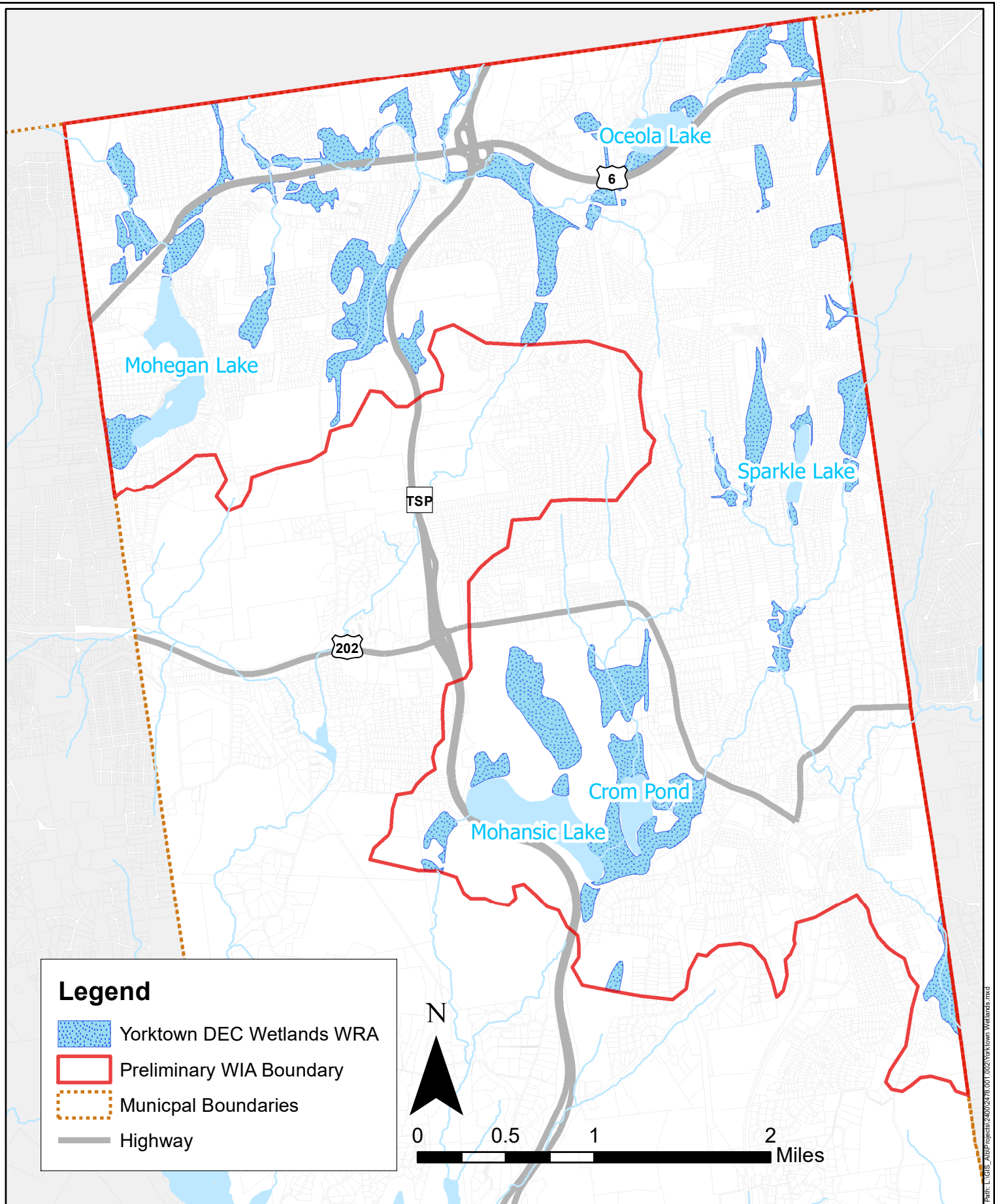
<i>Table 5 – Top 10 Soils in WIA</i>		
Soil Name	Soil Symbol	Coverage (acres)
Paxton fine sandy loam (3 to 8% slopes)	PnB	1,565
Paxton fine sandy loam (8 to 15% slopes)	PnC	1,429
Woodbridge Loam (3-8% slope)	WdB	799
Charlton-Chatfield complex (0-15% slope)	CrC	555
Charlton fine sandy loam (3 to 8% slopes)	ChB	537
Catden muck (0 to 2 % slopes)	Ce	476
Paxton fine sandy loam (15 to 25 % slopes)	PnD	418
Charlton fine sandy loam (8 to 15% slopes)	ChC	306
Chatfield-Charlton complex, very rocky (15 to 35% slopes)	CsD	304
<i>Urban land</i>	Uf	294



WETLANDS

Wetlands are among the most productive ecosystems in the world. They are characterized by hydric soils, diverse hydrophytic vegetation, and numerous species of fauna. These water-laden lowlands yield high plant biomass that, in turn, provides food, habitat, and protection for many species of vertebrates and invertebrates. In addition, wetlands are valued for their ability to improve water quality by filtering nutrients, sediments, and minerals.

In compliance with the State's Freshwater Wetlands Act, the New York State Department of Environmental Conservation (NYS DEC) identifies and regulates wetlands greater than 12.4 acres or that display unique qualities. Once identified, these wetlands are classified into one of four categories by NYS DEC according to their diversity, inventory, and regulatory need. A Class I wetland has the highest rating and affords the greatest diversity and distinct qualities. As shown in Map 16, Yorktown's wetland areas are scattered across the WIA, however the FDR State Park, along with the northern portion of the WIA have the greatest concentration of wetlands.



FLOODING RISK ASSESSMENT AND RESILIENCY

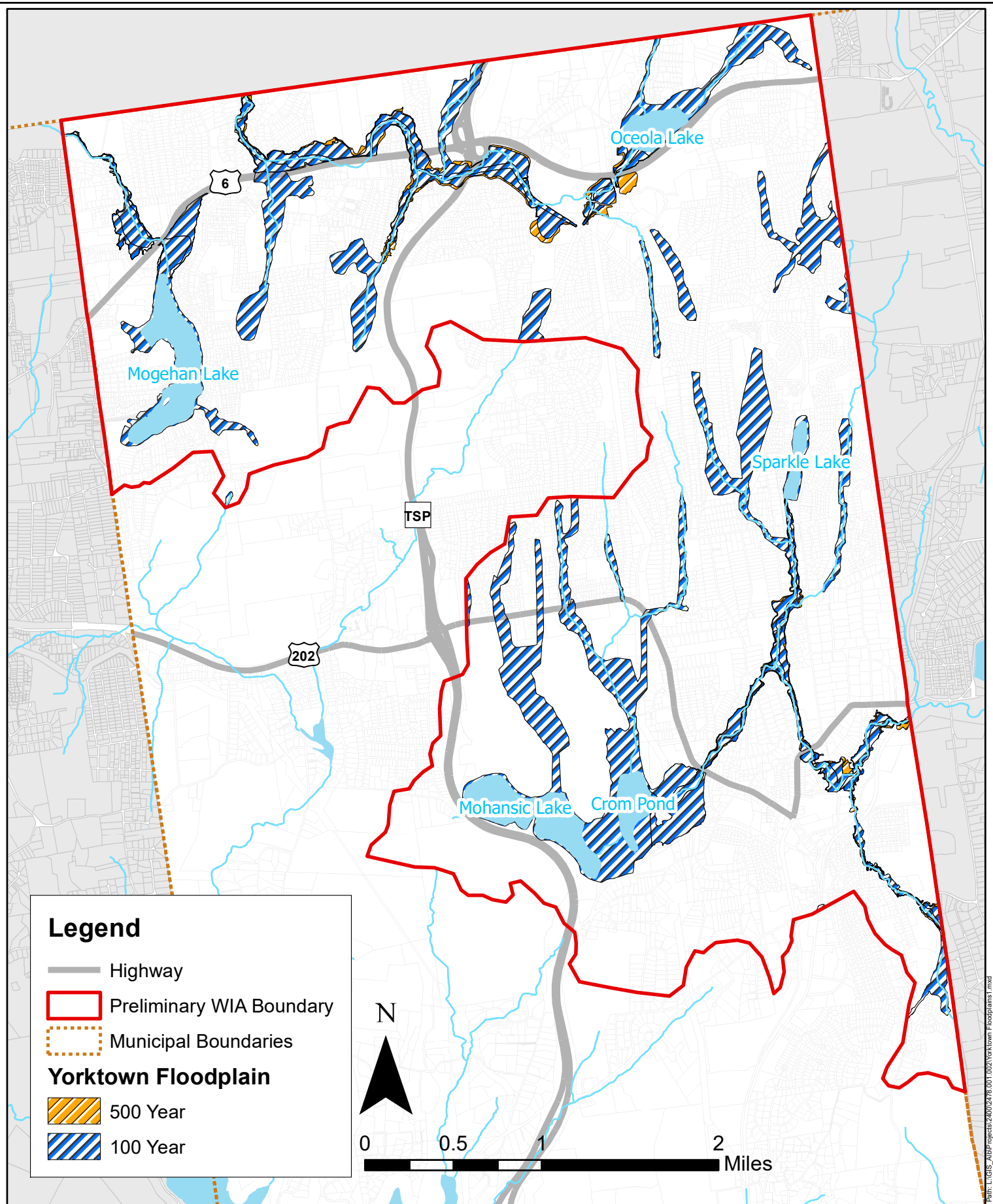
This section focuses on risk assessment and resiliency as they apply to flooding from storm events and projected sea level rise in the WIA. Risk assessment includes identifying any erosion hazard areas or flood zones along with community assets in the WIA. Upon recognition of these hazards, steps may be established to create a more resilient WIA.

EROSION HAZARD AREAS

There are no state-designated coastal erosion zone hazard areas within Yorktown. However, steep slopes are present throughout the Town. Uncontrolled disturbance of land and inadequately controlled land-clearing activities can lead to slope failure. In this situation, damage to the natural environment, man-made structures, and personal safety, or degradation of aesthetics may occur. Erosion contributes directly to stormwater management issues. Specifically, uncontrolled runoff carrying soil, organic material, and natural and man-made chemicals, metals, and toxins can affect the natural and built environment.

FLOOD ZONES

A flood zone is the level land along the course of a water body that is prone to flooding. To mitigate the effects of a flood during times of high-water levels (after a large rain or snowmelt), the Federal Emergency Management Agency controls and protects areas located within these federally designated flood zones. The Town has a 100-year flood zone which encompasses all of the streams, lakes, ponds, and reservoir areas. Peekskill Creek near Osceola Lake has some area around it designated as a 500-year floodplain.



ENVIRONMENTALLY SENSITIVE FEATURES

REMEDIATION SITES

There are two remediation sites present in Yorktown that may pose a potential threat to future development.

Mr. Cleaners in the Shrub Oak Shopping Center - The site is an estimated 3.47 acres in size and is bordered to the west by a parking lot owned by Shrub Oak, to the south by East Main Street, and to the north by New Road. The site has been used for dry cleaning for over 30 years. A spill of fuel oil from an above-ground tank on 12/31/10 initiated a clean-up action which resulted in identifying tetrachloroethene and other volatile organic chemicals (VOCs) in the soil and groundwater. Additional borings performed in 2012 identified VOCs downgradient of Mr. Cleaners. Based on site characterization work and investigations conducted to date tetrachloroethylene (Perc or PCE), a chlorinated solvent contaminant, was documented at the site in sub-slab vapors. Sub-slab depressurization systems were installed throughout the shopping plaza as an Interim Remedial Measure (IRM). A draft IRM Construction Completion Report and Remedial Investigation Report are under review by the Department. Continued indoor air testing was performed in March 2019, with PCE results ranging from 0.339 micrograms per cubic meter (ug/m³) up to 9.97 ug/m³.

Route 6 Office Development – This site is an estimated 3.46 acres in size and is bordered to the west by East Main Street and to the north by Mohegan Ave. Reported contaminants on the site are petroleum, SVOCs, and metals in soil and groundwater. Commercial redevelopment has been completed.

FISH AND WILDLIFE RESOURCES

The many streams and lakes within the Town provide residents with many access points for fishing and boating. At the Franklin D. Roosevelt State Park, the Mohansic Lake and Crom Pond have bass, perch, and sunfish available to catch.

Invasive species in the area, such as the Spotted Lanternfly, Asian Long Horned Tick, Mute Swan, and Chinese Mystery snail threaten the health and safety of native species as well as human beings, especially in the case of the Asian Long Horned Tick.

TOURISM RESOURCES

There are a number of tourist attractions within the WIA and the Town as a whole; these include the Parks and Trails, as mentioned earlier, the Yorktown Museum, the Mohansic golf course, the Yorktown Grange Fair, San Gennaro Feast, Revolutionary War Sites, Local Farms and the Road Knights Car Show.

Watershed Inventory and Analysis

Task 3 - WIA Analysis

Prepared for

Town of Yorktown

Yorktown, New York



March 2025

Watershed Inventory and Analysis

Town of Yorktown, Westchester County, New York

Task 3 – WIA Analysis

March 2025

Developed with funding from:



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TOWN OF YORKTOWN WATERSHED ANALYSIS

COMMUNITY BACKGROUND

Yorktown has experienced a steadily growing population, growing 1.3% between 2010 and 2020, though at a reduced rate compared to Westchester County as a whole (5.8%). While the population as a whole has increased, the change in population share by age group shows that there have been losses in population share for residents under 19 and those in the 35-54 age groups. As noted in Task 2, it is imperative for municipalities to retain their 35-54 age cohorts, as they are typically married, raise families, and have established careers. Due to this age cohort generally being more established in their careers, they are influential on the strength of the tax base. The Town has also experienced an increase in the population share of residents 55 and older (8%). With an older population, the Town may experience an increased need for community services, along with mobility and transportation services.

With the majority (86%) of residents who are employed traveling outside of municipal boundaries for their job, Yorktown is a 'bedroom community' or a 'commuter town'. A large portion of these residents work in the New York City area, this means for the lower-paying retail positions, workers are brought in from neighboring communities.

History and Development¹

Planning for future development within the waterfront program requires a clear understanding of a community's historic development. This section provides a brief history of the Town to provide insight into its development patterns.

The Mohegans of the Algonquin nation had settlements within the boundaries of what is known today as Yorktown. The first white settlers arrived in the middle of the 17th century. These early inhabitants were Dutch and called the area Crompond, after a small "crooked pond" nearby.

When the Revolutionary War broke out, Yorktown's strategic location between New England and New York City and near the Hudson and Croton Rivers made it the focus of much activity. American leaders viewed the Croton River as the first line of defense against British moves north out of New York City and established encampments in Yorktown to guard the Croton River Crossing. Over the course of the war, a number of historical figures spent time in Yorktown, including Washington, Hamilton, Rochambeau, and Lafayette.

In the century after the Revolutionary War, Yorktown developed into a thriving agricultural community. Up until then, the area had been known as Hanover, but in 1788, Governor George Clinton and the legislature created three new towns from what had been the Van Cortlandt Manor.

During the latter half of the nineteenth century, Yorktown was also affected by the ever-expanding New York City and its rapidly growing need for water. In 1835, city voters approved the building of a 42-mile aqueduct, dam, and reservoir that would carry fresh water from the Croton River into Manhattan.

¹ Excerpts sourced from the Yorktown Historical Society "[Historic Yorktown](#)" webpage

The surplus of manpower needed for the construction of the Croton Reservoir system led to an increase in the town's population as laborers and professionals alike settled in the area. The presence of the reservoirs has affected the area's development patterns and made environmental protection a key concern over the years so as not to compromise the city's water supply.

At the end of the 19th century, the railroad arrived in Yorktown, spurring economic development and carrying vacationers north for summers in the countryside. The agricultural economy flourished as farmers could now ship large quantities of milk and produce to the markets in New York City. The railroad also made it possible for others to commute to the city for work.

In the years after World War II many of the local resorts began to disappear as more and more people were coming to stay. People moved north from the city in droves and residential areas rapidly replaced farms to accommodate large numbers of new residents. Census figures illustrate the rapid growth: 1950 – 4,731; 1957 – 11,804; 1960 – 21,235; 1974 – 32,000.

The early 1970s witnessed a dramatic slowdown in the amount of new construction due to economic conditions and increasing concern about the environment, open space, and preservation. The town's focus turned to community planning and development. The abandoned Commerce Street School was transformed into the Yorktown Community and Cultural Center, and today it houses the Yorktown Planning Department, senior nutrition program and teen and daycare centers, a dance school, Yorktown Stage, and the Yorktown Museum.

Yorktown today is primarily a suburban community within the Greater New York City Metropolitan Area. Its character is predominantly residential, with a major portion of its workforce commuting daily to jobs in New York City, White Plains, and other locations in Westchester County. The major industry is IBM, which has two laboratories in town. Smaller industrial businesses are situated in industrial parks located in various parts of Yorktown. Commercial businesses are concentrated in the five hamlet areas that make up the town – Yorktown Heights, Shrub Oak, Jefferson Valley, Crompond, and Mohegan Lake.

Overview of the Watershed Inventory Area

The WIA contains a majority of the town's housing developments and commercial centers. Besides the shopping plaza along NY 32, the remainder of the Town is utilized for residential, recreational, or park uses. With the majority of commercial uses within the WIA, any business-related proposals will significantly impact the Town's economy. While the Croton Reservoir is an expansive kayaking and fishing area, the lakes within the WIA offer beach spaces for residents to enjoy.

EXISTING LAND USE AND DEVELOPMENT

Existing Land and Water Use

The Watershed Inventory Area has largely been developed with single-family homes, with multi-family and commercial development occurring within the business hamlets (Mohegan Lake, Shrub Oak, Jefferson Valley, Crompond, and Yorktown Heights). Residential uses account for approximately eighty-three percent (83%) of the parcels within the WIA, with the next largest land use being vacant land (7%).

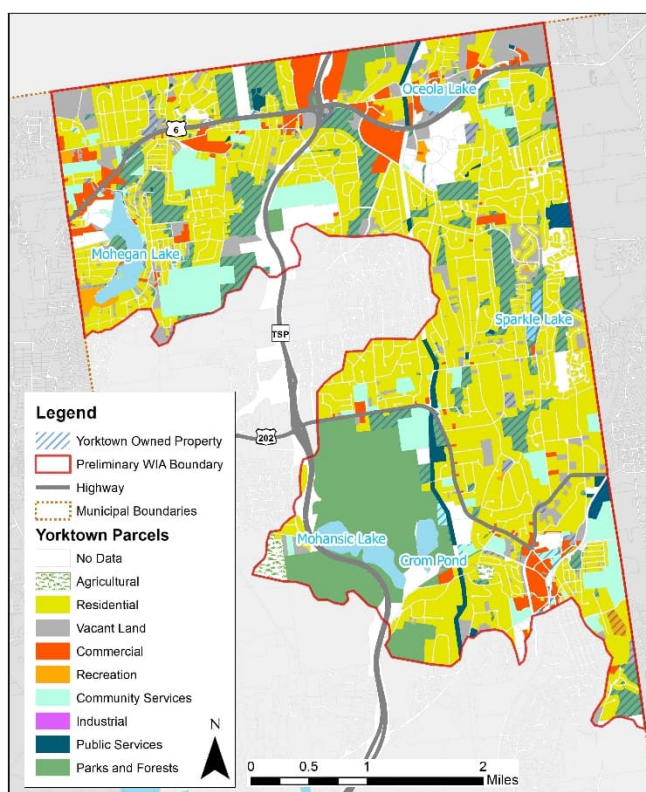
Residential uses account for a majority (83%) of the existing parcels within the WIA, with the next largest land use as vacant land (7.7%). Most of these vacant parcels are located within zoned districts

that only allow single-family home developments. However, several of the vacant parcels lay within the business hamlets' commercial areas, which allow the Town to explore additional commercial developments.

While there are five (5) different waterbodies (Mohegan Lake, Oceola Lake, Sparkle Lake, Mohansic Lake and Crom Pond) in Yorktown, access to the water varies between them. Located in FDR State Park, the Crom Pond and Mohansic Lake are the most accessible for water-dependent uses, with access to boat launches and availability for public fishing. Sparkle Lake Park has approximately 460ft of beachfront that is available to visitors, along with park grills on site, which could be used as part of a picnic experience for families and visitors.

While several retail and commercial businesses are located around the site, Oceola Lake has no direct public access to its waters, limiting any water-dependent uses on its shores. Lake Mohegan similarly has no direct public access to its waters, with all of the water access points and beaches being limited to property owners around the lake. There are vacant parcels owned by Yorktown located directly along the shorelines of each lake that could potentially be developed into lake access for the public.

Land Classification and Ownership Patterns



As shown in Task 2, much of the publicly owned land (approximately 1,366 acres) within the WIA boundary is park and forest land (approximately 882 acres). Since this land is already used as park space, Yorktown could leverage these recreational assets through programming events. These events could be held in partnership with local organizations, creating fun park events while also supporting local causes. The Town does own 40 vacant parcels (approximately 40 acres total) in the Mohegan Lake – Shrub Oak area, however since the surrounding use of the area is zoned for single-family residential, the potential land uses for the site are limited. The land ownership patterns highlight an opportunity for the Town to leverage select vacant lots for recreational or community service developments.

Existing Land Use and Town Property – See Appendix for Full Map

Zoning

As mentioned in the previous section, the Town's zoning has concentrated commercial development within its business hamlets. These business districts are situated off of the major transportation routes through the Town (Route 6 and 202), which allows them to leverage the convenient locations and traffic flow to attract customers. While the C-1, C-2, and C-2R commercial districts allow for residential and

commercial developments within the same zone, business districts within the Town are not very integrated with the surrounding residential uses, often existing as separate and distinct ‘Business Plaza’ areas. With twenty-five zoning districts (25), combining some zoning districts, such as the many ‘single-family residential district’ zones, will help make any future zoning changes more streamlined. While expanding the permitted uses in some of the residential districts to include more small-scale businesses would help integrate the two uses, public engagement efforts should be pursued to determine if residents would be supportive of such efforts.

Public Services and Infrastructure



Old Yorktown Rd - Strang Blvd Bus Stop

Yorktown is covered as part of the Westchester County Bee-line bus service, which connects the Town directly south to the New York City area and west to the Peekskill Metro-North-Hudson MTA rail line. While residents of Yorktown generally commute to work via car (78.2%, according to the 2020 US Census), 9.5% of commuters utilize the public transportation system as part of their work commute each day. As part of efforts to improve the experience of these public transit commuters, the Town should consider improvements to bus stops to include formalized seating or bus stop shelters in the northern hamlets of Shrub Oak, Copper Beach Oakside, and Jefferson Valley South, as well as

for the stops along Old Yorktown Rd. Many of the existing bus stops on Old Yorktown Rd are placed on the grass on the side of the road. With no connectivity to sidewalks, accessibility when it rains or snows is difficult, especially for those who rely on mobility devices.

The sewer and water line networks within the WIA are well-connected, ensuring that any proposed new developments will have easy access to the existing networks. Emergency service access is similarly more than adequate, with Fire Stations located in the Hamlets of Jefferson Valley South, Yorktown, and Yorktown Heights, a Police station in the Hamlet of Yorkhill-Amawalk Nursery, as well as Volunteer Ambulance Corps in the Hamlets of Mohegan Lake and Yorktown.

Limitations to Development and Underutilized Land

The WIA has been largely developed, with commercial centers located along East Main Street / US Highway 6 and Yorktown Heights. Due to the cul-de-sac nature of residential development in the Town, there are few commercial developments outside of the commercial centers, which has created a clear separation of residential and commercial areas within the Town. Additionally, due to the lack of sidewalk connectivity within the Town, there is limited walkability, rendering access to the commercial centers limited to those with access to automobiles. Various smaller vacant forested parcels are scattered throughout the WIA (634 parcels), totaling approximately 581 acres of land indicating there are still opportunities for new development. However, they predominantly reside in areas zoned for residential, restricting their potential uses.

Water Dependent and Enhanced Uses

As highlighted in Task 2, there are a variety of recreational assets within the WIA that allow for water-dependent activities. Fishing, swimming, and boating are available at the FDR State Park and Sparkle Lake Park. While Lake Mohegan is a private lake, residents with access can also fish, swim, and boat on its waters. Due to the residential and park development patterns around most of the Town's lakes, one of the few 'water enhanced' uses is Jefferson on the Lake, which is a wedding venue on Oceola Lake that takes advantage of its views and proximity to the waterfront. Vacant land along the Town's waterfronts could be utilized as water enhanced uses such as dining or event venues, particularly in commercial areas where zoning permits such uses.

While much of the Sparkle Lake shoreline has already been designated as park area, Yorktown owns 16 vacant parcels (17.7 acres) along Oceola Lake that could be leveraged to remain an open-access park space as the area surrounding Oceola Lake continues to become more densely developed.

Social Services Assets and Socially Vulnerable Populations

As it relates to Yorktown, a Potential Environmental Justice Area (PEJA) is a census block that has at least 52.42% of the population in an area self-reports to be members of minority groups, or at least 22.82% of the population in an area had a household income below the federal poverty level. Yorktown has 2 PEJAs, located in the Hamlets of Yorktown Heights and Crompond. This indicates these two hamlets are experiencing a disproportionate share of negative environmental impacts that result from commercial, municipal, or industrial uses.

Health services are mainly clustered in the Hamlet of Yorktown Heights, with one Urgent Care Center in the Hamlet of Crompond. Health Services in Yorktown Heights include dental services, physicians, physical therapists, urgent care centers, and hospitals. These facilities provide sufficient coverage for the study area.

Housing

As mentioned in Task 2, Yorktown's vacancies are below what the US Department of Housing and Urban Development would consider a 'healthy rate' (4%). This low vacancy rate leads to higher costs to rent or purchase a home in Town, making it unaffordable for lower-income earners to remain in the area. Additionally, the higher housing costs make it difficult for older residents looking to downsize their housing to find something affordable. This leads them to stay in what could be considered 'starter' homes for those looking to start a family in the area. The rising cost of housing is an issue on a national scale, and local efforts to introduce more housing options into the market could include zoning changes to allow for more mixed-use and multi-family developments or regulations restricting short-term rentals (if they negatively impact the housing availability within the Town).

Economic Growth

As mentioned earlier, much of the land around the designated commercial centers has already been developed. In order to open up more land for commercial development, the Town could consider revising its zoning code to allow for more multi-use developments, encouraging developments that blend in with the existing community character while fostering economic growth. This would depart from the Town's current development patterns, which favor separate 'big box store' type commercial

developments and provide space for locally owned businesses to thrive. Alternatively, the Town could consider selling some of the 'parks and forest' land it currently owns adjacent to commercial centers to allow for continued growth.

EXISTING PLANS & PROJECTS

The Croton Plan for Westchester (2009)

The Croton Watershed is an inter-municipal water quality planning cooperative effort which developed a strategy to reduce water quality impacts on the Croton Watershed and prevent further water quality degradation while enhancing community character. The plan identified a variety of strategies to protect water quality within the Watershed, such as restricting development in sensitive areas, eliminating pollutant discharges, and educating local residents, businesses, and decision-makers. Coupled with the Plan was the East of Hudson Water Quality Investment Program, funded by New York City to pay for the costs associated with implementing water quality improvement projects.

While its findings in regards to water quality conditions within the watershed are outdated, the Croton Plan for Westchester has been used as a guiding document for new development within Westchester County for over a decade. The strategies used to protect water quality are still applicable and can continue to be built upon.

Westchester 2025 (2010)

Westchester 2025 is a policy planning guide for the County and the municipalities within it to achieve sustainable development through balancing economic and environmental concerns while serving the changing needs of the population in the County. These guiding policies include focusing development in urban centers, improving transportation corridors, and preserving and protecting the County's natural resources.

While the Westchester 2050 only provides a general guideline for municipalities to follow when carrying out land use, land acquisition, and capital projects, the policy guideline recommendations encourage a balance of economic cultivation, neighborhood preservation and environmental protection. These policies ensure that all aspects of community development are recognized.

Hazard Mitigation Plan (2021)

The hazard mitigation plan provides an analysis and assessment of the hazards, risks and capabilities of Westchester County as a whole and each municipality individually. Municipal governments developed mitigation actions to be implemented over a five (5) year period to increase climate resiliency. The Hazard mitigation plan also opens up municipal governments for potential grant funding in support of implementation actions.

NYMTC Plan 2050 (2021)

The New York Metropolitan Transportation Council developed the regional transportation plan to cover all modes of surface transportation and addresses key transportation activities such as operations and management of the transportation system, safety, security, and regional finances. The plan provides a vision for regional mobility, identifies areas in need of improvement, and provides recommended strategies and actions to enhance the region's transportation systems.

NATURAL RESOURCES

Fish and Wildlife Habitat Areas

According to the NY “Significant Coastal Fish & Wildlife Habitats”² web-map, there are no areas of concern located within Yorktown at this time.

Wetlands

Comparing the Wetlands map and the Zoning map³, shows the DEC Wetlands in the WIA are primarily located in areas zoned for residential use. The presence of wetlands in these areas could limit new site development projects due to the additional document and review requirements associated with working in environmentally sensitive areas.

Article 24, the NYS Freshwater Wetlands Act, was amended in 2022 with provisions going into effect in 2025 and 2028 that may bring some additional freshwater wetlands in the Town under the jurisdiction of NYSDEC. In 2025, the jurisdictional nature of the existing state freshwater wetlands maps has been eliminated by removing “as shown on the freshwater wetlands maps” in the definition of Freshwater wetlands in § 24-0107.1. NYSDEC jurisdictional determinations and wetland classifications will be made remotely based on wetland acreage and characteristics meeting jurisdictional criteria. Small wetlands of “unusual importance” will be regulated if they meet one of 11 newly established criteria listed in the new legislation. As a result, it will be more important to contact NYSDEC to determine whether a wetland is 12.4 acres or larger or of unusual importance and, therefore, subject to NYSDEC regulation. These criteria are as follows⁴, the wetland:

- is located within an area that has or is expected to experience significant flooding;
- is located within or adjacent to an urban area (as defined by the U.S. Census Bureau);
- contains a rare plant species;
- contains “habitat for an essential behavior” of an animal species that is endangered, threatened, of special concern, or of greatest conservation need;
- is classified by NYSDEC as a Class I wetland;
- was previously classified and mapped by NYSDEC as a wetland of “unusual local importance”;
- is a vernal pool “known to be productive for amphibian breeding”;
- is designated as a floodway by FEMA;
- was previously mapped by NYSDEC as a wetland before January 1, 2025;
- has “wetland functions or values that are of local or regional significance”; or
- is of significant importance to protecting state water quality.

In 2028, the threshold for state-regulated wetlands will be reduced from 12.4 acres to 7.4 acres (also in § 24-0107.1), potentially bringing more wetlands under NYSDEC’s jurisdiction. Sponsors of proposed projects in Section 4 of a future Local Waterfront Revitalization Program should be aware of the law in effect at the time they undertake development and determine its applicability before commencing work.

² Source: <https://www.arcgis.com/home/item.html?id=bfd454f77fbe4598bb04adea2563acd9>

³ See appendix for full maps

⁴Source: NYS Senate [NYS Open Legislation | NYSenate.gov](https://www.nysenate.gov/legislation)

Watersheds and Water Quality

The water quality of the various waterways within the WIA is noted in Task 2. However, it should be noted that water quality can be impacted by local pollutants and the presence of harmful algal blooms (HAB). While algae naturally occur in all waterbodies, when introduced to excess nitrogen and phosphorus through pollution, they experience overgrowth, which can cause a HAB. During this time, the overgrowth will consume oxygen and block sunlight from other underwater plants. When the algae eventually die, even more oxygen in the water will be consumed, which can suffocate any fish in the water, causing a die-off. Mohegan Lake has previously experienced HAB, which led to the shutdown of beaches along the lake until testing showed that algae had been cleared from the swim areas.

Algal blooms are not only harmful to aquatic life, but they are also extremely damaging to water-dependent activities. Waterbodies suffering from algal blooms won't be usable for swimming or fishing. Additionally, the large patches of cloudy green algae will have a negative impact on the waterfront's viewshed.

As noted in Task 2, the WIA has two different watersheds: the Croton River Basin (Lake Mohegan and Okeola Lake) and the Peekskill and Haverstraw Bay Basin (Sparkle Lake, Mohansic Lake and Crom Pond). Understanding which watersheds impact local lakes and rivers is crucial, as pollution from anywhere else in the watershed has the potential to negatively impact the water quality locally. Watersheds often extend past the authority of a single municipality, prompting the need for inter-municipal agreements, such as drinking water source protection plans, to encourage watershed-wide water protection efforts. Such agreements could also include working across municipalities to decrease development or other activities that have been exacerbating the algal problems faced in the Town's lakes.

While not under the purview of Yorktown, the neighboring Town of Somers is participating in the state Drinking Water Source Protection Program, which aims to develop implementable tasks to protect and increase the resiliency of Somers' water sources. As both Towns use the Amawalk reservoir as a water source, Yorktown will benefit from Somers' efforts and should consider cooperating where needed to help protect the reservoir.

Agriculture

As mentioned in Task 2, there are 3 areas of Agriculture District land (68.42 acres), the largest of which is a Fruits & Fir farm. While there is limited agriculture in the WIA, the Fruits & Fir farm provides a regional attraction during the harvest season that should be considered for protection from any future encroaching development.

Environmental Quality

As shown in the Watershed Map⁵, a significant portion of WIA resides in the Croton River Basin, which drains into the Croton Reservoir. Due to its importance as a drinking water source for the New York City area, development within the Croton Reservoir has additional regulations it must follow, known as Total Maximum Daily Load (TMDL). TMDL limits the maximum amount of pollutants a water body can receive while still meeting water quality standards. In order to ensure new development does not cause

⁵ See appendix for full map

pollution to exceed these limits, developers are required to take preventative measures, such as enhanced phosphorus removal⁶, during construction which can increase project costs.

FLOODING AND EROSION

The hilly topography of Yorktown contributes to floodplain WIA's floodplain patterns. The impacted areas are directly along tributary streams and creeks. While the 100-year floodplain does not impact the commercial area in Yorktown Heights, it does run concurrently with a significant stretch of commercial area along the East Main Street / US Highway 6 commercial corridor. While the 500-year floodplain does not cover a large expanse of the WIA, it is similarly located in the commercial corridor.

Between 2004 and 2024, Yorktown has had two documented flood events according to the National Oceanic and Atmospheric Administration's storm events database – in 2005 due to the remnants of Tropical Storm Tammy, and in 2011 from Irene and Lee. Yorktown properties were able to avoid significant property damage from these events.

With the intensity and frequency of heavy rain events increasing due to climate change, flooding events will occur more often. These changing weather patterns highlight the importance of pursuing stormwater infrastructure projects that will mitigate any flooding impacts on businesses and residences.

HISTORIC RECREATIONAL RESOURCES

Within the WIA, various sites related to the Taconic Parkway are listed on the National Register; however, they are not destinations that would entice visitors. St. George's Church, located at 1715 E Main St., Mohegan Lake, NY, and the former Yorktown Heights Railroad Station (Park), located at 1826 Commerce Street, Yorktown Heights, NY, are both historical sites that could be leveraged as part of a Historic tour around Yorktown. As the Yorktown Heights Railroad Station has already been converted into a park, it can be used as a venue for public events over the summer months.

As the Taconic Parkway travels straight through the center of the Town, it supports tourist travel to the FDR State Park (and the Westchester County Park Golf Course just outside of the WIA) while maintaining a theme of environmental conservation and appreciation. Especially for tourists coming from New York City, leveraging the natural beauty of the Town's recreational space helps to create an enticing environment for those accustomed to a densely developed urban setting.

⁶ [New York State Stormwater Management Design Manual](#)

SUMMARY

This initial Yorktown Watershed Inventory and Analysis was funded by the Hudson River Valley Greenway Program with the intent of preparing the Town for the NYS Department of State Local Waterfront Revitalization Program but also doing so through the lens of the five Greenway Criteria:

- Natural and Cultural Resource Protection
- Regional Planning
- Economic Development
- Public Access
- Heritage and Environmental Education

As the home of the FDR State Park, the Yorktown WIA has over 2,100 acres of State, County, and Local park space, which are recreational and natural resource assets that help attract day trippers into town. Other heritage and cultural resources, such as the Yorktown Heights Railroad Station, have been repurposed to create attractive spaces for gatherings and outdoor recreation. While the State Park charges a fee for access to its pool and fishing and boating access to the Mohansic Lake and Crom Pond, Sparkle Lake Park, which is under Town jurisdiction, provides residents free access to the smaller Sparkle Lake to enjoy similar activities.

As mentioned in the “Existing Plans & Projects” section, the WIA benefits from various regional planning efforts completed over the years, addressing a variety of issues such as water quality protection, public transportation access, economic development, and environmental concerns. Continual participation in planning efforts at a regional scale will further strengthen the Town’s resiliency towards climate hazards and economic fluctuations. With limited space in zoned commercial areas, the Town should consider amending the existing zoning code to encourage different development patterns or selling parcels in existing commercial districts so as to not impede economic growth.

Upon advancing into the Local Waterfront Revitalization Program, this Watershed Inventory and Analysis will help prepare the future Waterfront Advisory Committee to develop recommended actions, proposed projects, and future land and water uses that help further the five Greenway criteria. Such recommendations will also help Yorktown foster economic growth, improve quality of life, and protect natural resources along its many waterfronts.

Appendix

